EMD introduces two new models: 2,500-hp GP-35 and 5,000-hp booster unit . . . . . p. 42

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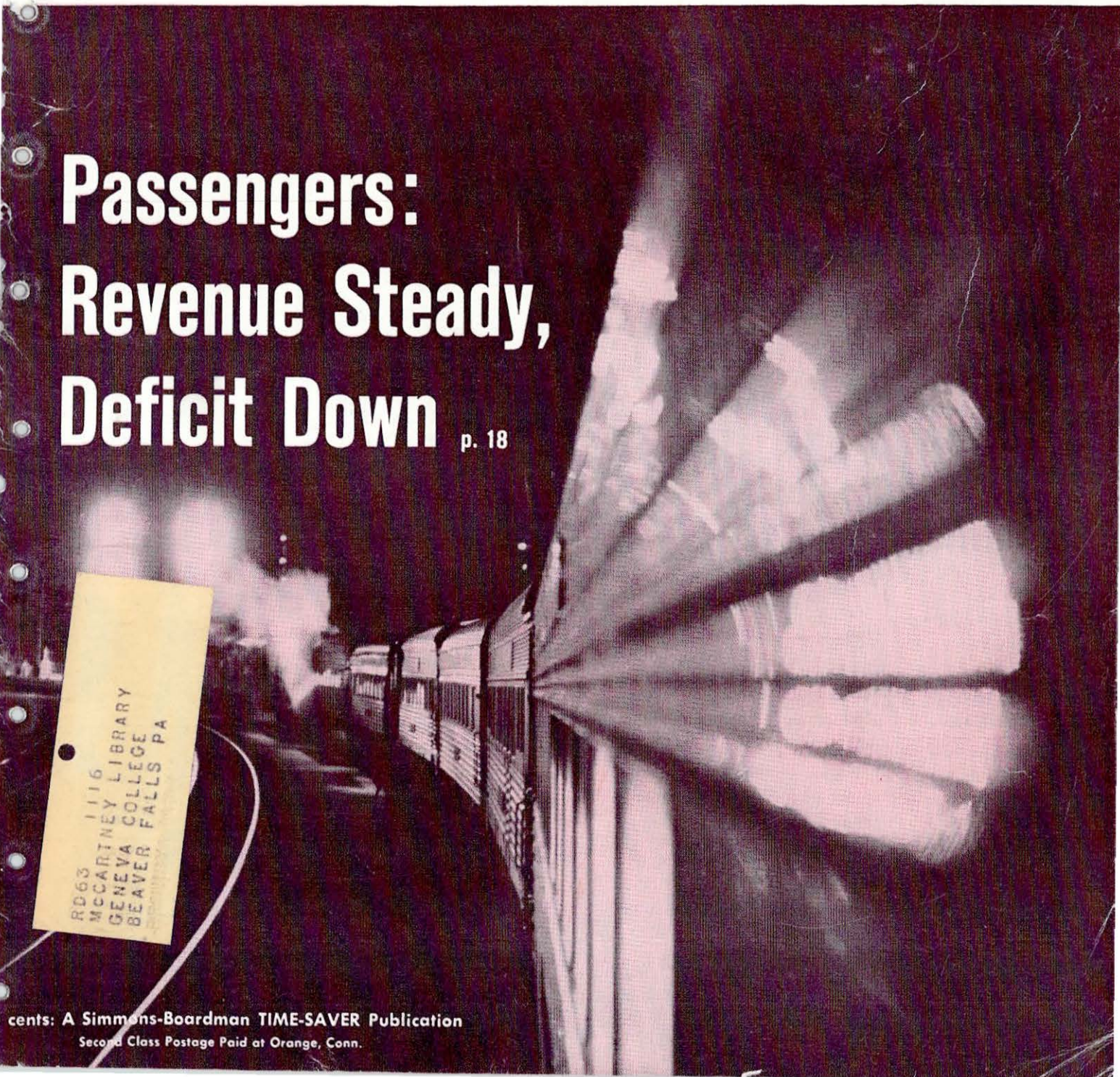
May 20, 1963

RAILWAY AGE WEEKLY



Passengers: Revenue Steady, Deficit Down p. 18

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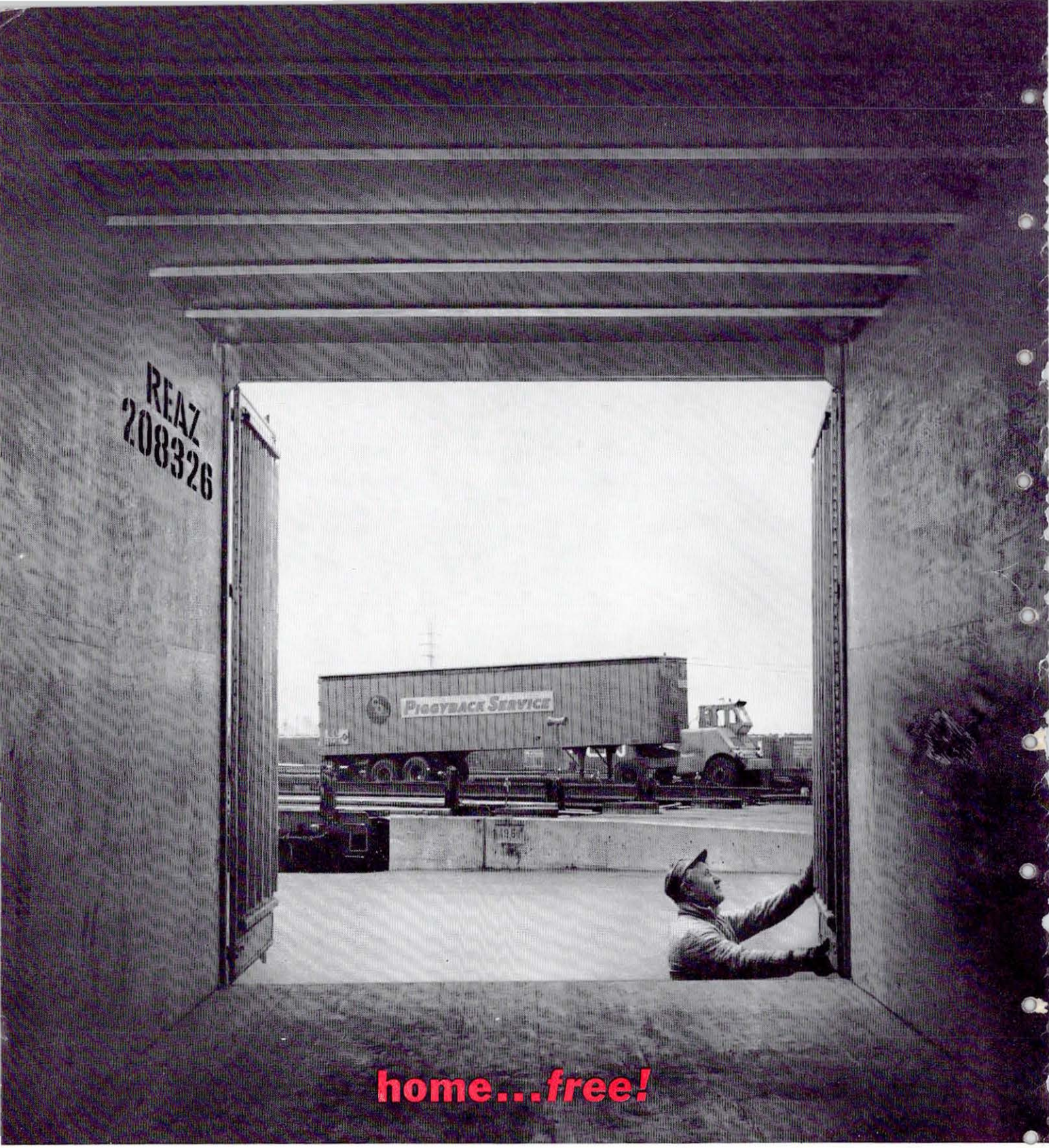

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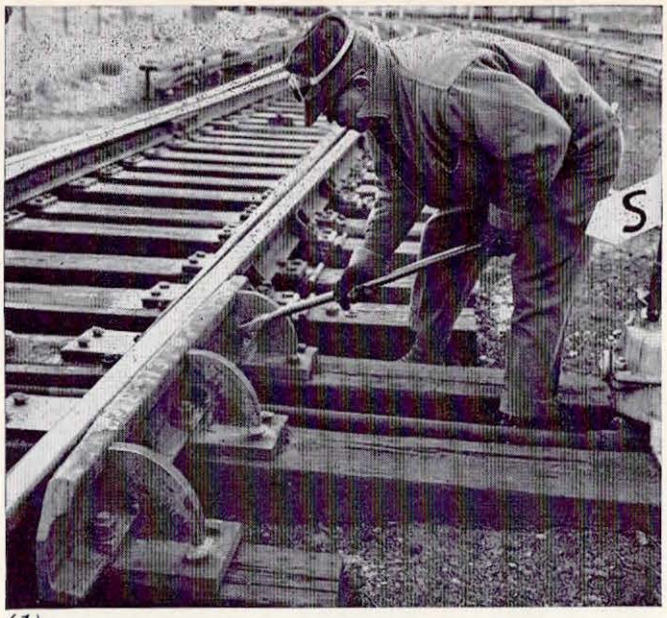

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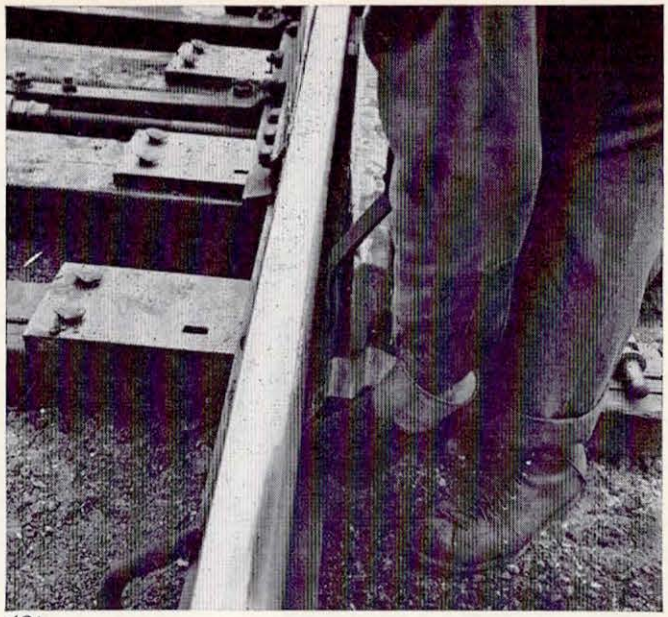

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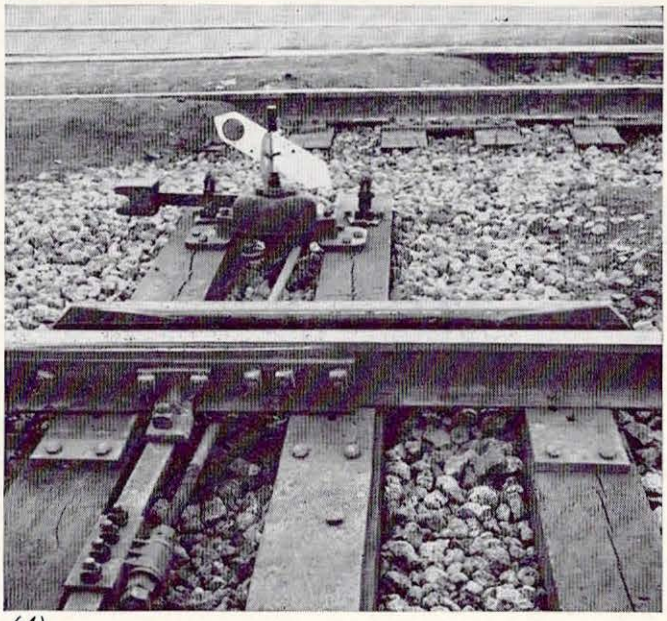

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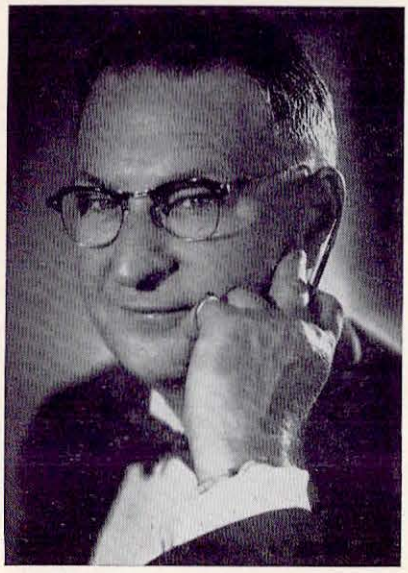
Here's what three top security analysts think the railroads must do



"Twenty percent savings possible through C.T.C.!"

says Mr. Pierre R. Bretey, railroad security analyst, Partner, Hayden, Stone & Company, Inc.

"To obtain economics comparable to those of the diesel over steam locomotives, railway officers may well look to modern signaling in automatic classification yards and Centralized Traffic Control. Savings on the order of 20%, or even more, on invested capital should spark a major railroad signal rehabilitation program for Class I railroads over the next decade."

Portraits by Editta Sherman

"Big job of automation still remains for the railroads,"

says Mr. W. Wendell Reuss, Manager, Transportation Securities Department, W. E. Hutton & Company.

"The railroad industry introduced many concepts of automation which have now been accepted by other industries. It must continue to pioneer in the application of automation techniques if operating costs are to be reduced. New developments such as the integrated train, automatic train dispatching, automatic train operation, consolidation of CTC along with fully automatic yards . . . all offer the railroads great opportunities for cutting operating costs."

"Railroad mechanization is imperative,"

says Mr. Joseph T. Small, security analyst, Paine, Webber, Jackson & Curtis.

"Keen competition in the transportation industry today has prompted a strong effort to mechanize the railroads. This is bound to make the use of Centralized Traffic Control and push-button yards more imperative as time goes on."

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RAILWAY AGE WEEK AT A GLANCE

May 20, 1963 • Vol. 154, No. 19

Rules settlement near?

Bargaining sessions in the featherbedding dispute resume this week in Washington. There's strong pressure for a settlement in the next 30 days p.9

Rail transit wins local support

City and state planners attending the annual meeting of the Institute for Rapid Transit emphasized the cost-and-convenience advantages of mass transport by rail p.13

How Japan built a 'super-railroad'

The Japanese National Railways' high-speed Tokaido line, to be in full operation next year, greatly impressed U.S. railroaders who recently toured the completed portions....p.16

Passengers: Revenue steady, deficit down

Stability may be returning to the passenger business as railroads, aided by the train-off provision of the 1958 Transportation Act, trim service to needs....p.18

NY car-lease plan defective, says NH

New Haven trustees have described as inadequate the Port of New York Authority plan to lease the road 100 new commuter cars and refurbish 100 others....p.24

Meeting stresses lube problems

The vital matter of center-plate lubrication, made more critical by the heavier loads in today's bigger freight cars, was the subject of a recent panel discussion....p.30

New EMD locomotives pack more horsepower

Prototypes of the new locomotives—one of 2,500 horsepower and the other of 5,000 horsepower—will be shown at next October's Railway Progress Exposition in Chicago....p.42

RI, UP agree on merger

Terms of the agreement, disclosed last week, call for ultimate sale of Rock Island lines south and southwest of Kansas City to the Southern Pacific p.52

• **The Southern Pacific Company** uses Double-Cover POLYCLUTCH Lining in 600 new 3920 cubic-foot-capacity covered hopper cars constructed by Pullman-Standard Division of Pullman Incorporated.

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RAILWAY AGE WEEK AT A GLANCE

RPI, NITL back deregulation bill

The supplier and shipper groups made presentations before a Senate subcommittee last week in support of President Kennedy's minimum-rate-deregulation proposal **p.53**

Firemen win round in Southern case

A court has ruled that the carrier must revert to its pre-1959 practice of assigning firemen pending interpretation of its diesel agreement by the NRAB **p.55**

The Action Page—Passenger kaleidoscope

The "passenger problem" differs from railroad to railroad—but answers are being found, and passenger business may be in for a period of healthy growth.....**p.58**

Short and Significant

Carloadings have been on the upgrade...

for six consecutive weeks. Loadings of revenue freight have climbed from 546,065 cars in the week ended April 6 to the May 11 week's 598,670 cars.

Higher fuel prices...

were principally responsible for the increase in the AAR price index between January and April. The index (based on 1957-59 prices) rose from 101 in January to 101.7 in April.

A 'full crew' law...

has been introduced in the Illinois General Assembly, requiring a minimum of five crewmen—including a fireman—on all freight trains operating in the state.

Current Statistics

Operating revenues	
3 mos., 1963	$2,238,049,679
3 mos., 1962	2,286,932,404
Operating expenses	
3 mos., 1963	1,798,030,564
3 mos., 1962	1,823,291,544
Taxes	
3 mos., 1963	214,320,105
3 mos., 1962	253,124,089
Net railway operating income	
3 mos., 1963	125,807,318
3 mos., 1962	116,556,316
Net income, estimated	
3 mos., 1963	83,000,000
3 mos., 1962	71,000,000

Carloadings revenue freight	
19 wks., 1963	10,030,528
19 wks., 1962	10,323,320
Freight cars on order	
April 1, 1963	21,307
April 1, 1962	15,264
Freight cars delivered	
3 mos., 1963	9,545
3 mos., 1962	8,895
Serviceable cars	
April 1, 1963	1,414,166
April 1, 1962	1,461,833
Cars awaiting repairs	
April 1, 1963	128,690
April 1, 1962	136,151

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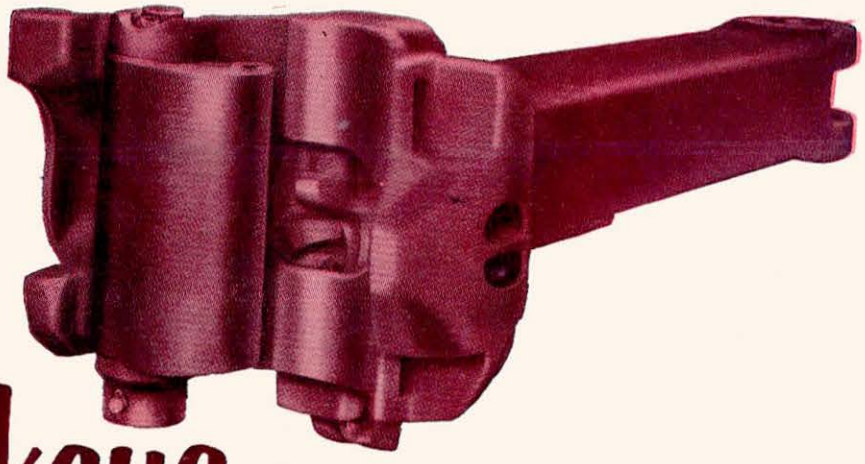

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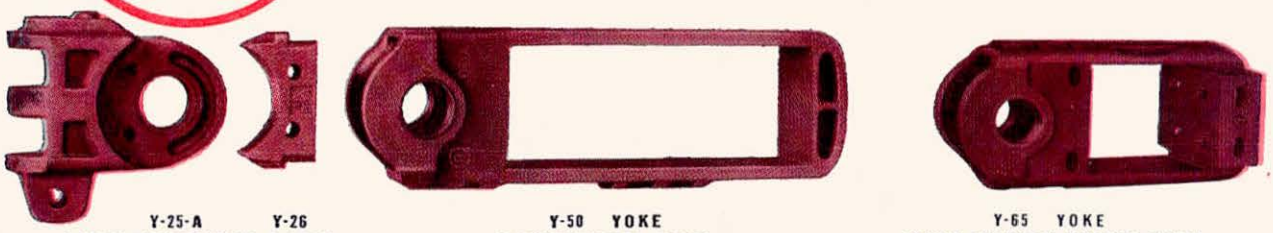

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'There has been an unfortunate tendency in this industry to postpone real collective bargaining until the final hour. That hour is about to strike.'

Emergency Board 154: Nathan P. Feinsinger, Judge Samuel I. Rosenman (chairman), Clark Kerr.

Rules Agreement Near?

Carriers and unions return to the bargaining table in Washington this week, under strong White House pressure to reach a peaceful settlement of their dispute within the allotted 30 days.

Four years of dispute, disagreement and deadlock over railroad work-rules may be dissolved within the next 30 days.

At least in theory, that's all the time that's left before carriers and operating brotherhoods are free to resort to self-help of a type that could touch off a strike.

Emergency Board 154 has filed its report with President Kennedy. And, though the recommendations for settlement are broad rather than specific, both railroads and unions seem willing to work toward agreement within the framework of the report. Late last week, they agreed to resume bargaining sessions at 10 a.m. May 20 at Washington's Statler-Hilton Hotel.

● **Carriers accept.** So far as the carriers are concerned, they "support the emergency-board report, including its provisions for definitive and final settlement of the work-rules issues" and are "prepared to start prompt negotiations and to follow the recommendations of the board to a final and binding settlement through arbitration if necessary."

Chiefs of the five brotherhoods take a more cautious approach. But, they say, there is recognition that the report "can be a useful tool in the search for a fair and equitable settlement of all matters in dispute, which must be brought about through true collective bargaining."

● **JFK speaks out.** Perhaps strongest of all was the comment from the President:

"Uninterrupted operation of the nation's railroads is imperative. . . . I hope it will be possible for all parties concerned to accept the recommendations of Emergency Board 154. If there are remaining differences, surely they can be worked out by the exercise of the parties' responsibilities, consistent with the demands of this situation."

Both President Kennedy and the members of Board 154—Judge Samuel I. Rosenman, Nathan P. Feinsinger and Clark Kerr—view the case as one with potential impact far beyond the bounds of the railway industry itself.

"The future of free collective bargaining," Mr. Kennedy declared last week, "may very well depend upon the reaching of an agreement here by negotiation as provided by the Railway Labor Act."

● **'Ground-rules.'** As might be expected, the board's most specific proposals are aimed at setting up ground-rules for settling the most hotly debated of the six major issues—the fireman-off demand of the carriers.

Essentially, the board proposes negotiation of a national rule to serve as a guideline for eliminating freight and yard firemen. Like the Presidential Railroad Commission, Board 154 suggests elimination primarily by attrition—but the new report takes a more liberal slant than did the PRC recommendations (under which men with less than 10 years' seniority could be cut from payrolls).

● **Fireman-off proposal.** Board 154 proposes that the rule provide that a

carrier may eliminate a fireman's job when it becomes vacant, if filling the vacancy would require a new hire. Notice of such action would be given to the union, and if no protest is filed within five days the job would remain blanked. If, however, the brotherhood should protest, "it must be prepared to establish that the discontinuance of the job in question would unduly endanger safety or unduly burden other employees. . . ." First attempt to settle disputes would be by negotiation. But if no agreement could be reached within 15 days, the issue would then be submitted to a "special referee procedure" for binding settlement within another 15 days.

● **'Key' jobs.** The board sees potential problems—arbitrary elimination of jobs by the carriers, a flood of baseless grievances by the unions. But, the report says, it should be possible—perhaps with the aid of a referee—"to establish certain categories of jobs or situations the elimination of which . . . would probably be protested on the basis of safety or undue hardship. These could be designated as key jobs, with the understanding that the settlement of one would settle all others in the same category. . . . The selection of key situations is the way to avoid a hailstorm of grievances while providing assurance that safety is protected and hardship avoided."

The board's recommendations for protection of displaced employees is based on a broad philosophy that "constructive change is the source of progress. The benefits of change are shared by the employee, the employer and society generally; similarly, the burdens of dislocations should be equitably shared."

The board proposes this series of conditions:

● No new hiring of firemen need take place "except as provided in this report."

● Those firemen who obtained employment "after some reasonable date when it may be presumed that they were on notice that their jobs might not be permanent may have their employment terminated."

● Firemen employed recently on an irregular basis "may have their rights terminated with a severance allowance equal to some percentage of their recent earnings," or they may choose to remain on a seniority list with preferential hiring rights for such jobs which may become available and for which they're qualified.

● Firemen who have not been employed at all in recent years may have their employment relationship terminated.

● Remaining firemen with less than 10 years' seniority "should retain their rights to firemen's employment unless and until offered, by the carrier involved, another comparable job for which they are or can become qualified."

● Firemen with 10 years' seniority or more "should retain their rights to firemen's employment, with the possibility of withdrawing and receiving an educational or retraining scholarship, special severance allowance or a special early retirement plan to which the carriers should make an additional special contribution."

Pay hike recommended

On the second major issue—wage rates and pay structure—Board 154 recommends an overhaul which would involve an average 2% pay increase. But, since "reductions as well as increases in rates are a normal and expected result of wage-structure revision," it also proposes a protection plan to assure that individual workers will not be "unduly affected" by pay-structure changes. Long-service employees, the board suggests, might be given opportunity to elect "once and for all either to go on the new pay structure or to remain on the old pay structure" for duration of their employment. In addition, a system of guarantees might be developed to enable employees "to approximate their current earnings, provided they are not the result of unduly long hours. However, the carriers shall be given significantly greater flexibility in making assignments so that this guarantee can be met through actual work performed within a normal number of hours."

● **Issues surveyed.** Remaining issues in dispute—crew consist, manning of self-propelled equipment, interdivisional runs, combination of road and yard service—are handled in less depth by the report.

Crew-consist problems, the board says, are essentially local and should be handled by local negotiations—though "it should be possible for the parties in direct bargaining to establish guidelines nationally to provide overall direction for these local negotiations."

On the work-equipment issue, the board sees no need for use of operating personnel when the equipment is being used "for the purpose intended." But, the report says, operating personnel "should be employed on such machines, in accordance with existing rules, if they are used to move or switch other cars or machines except when no more than two such cars or vehicles are used exclusively in hauling material in connection with the work to which the self-propelled machine is assigned."

● **'Accommodation possible.'** The guideline approach is proposed again for handling both the interdivisional-run and road-yard-combination disputes. The board believes "an accommodation is possible" in the interdivisional-run problem. And it suggests that a rule "can and should be negotiated which would permit a more flexible use of road and yard crews, while preserving the basic distinctions which are reflected by the existence of separate seniority rights."

Through the report—and especially in its Section 6—runs a strong flavor of "third-partyism." The board makes this point:

● **Help from neutrals.** "The need for the help of neutrals will not terminate with the overall settlement of this dispute. In various instances we have recommended the negotiation of guidelines or criteria to implement general principles set forth. . . . Disputes may arise over the establishment of the guidelines or the application of these guidelines, once established, to particular cases.

"Disputes such as those concerning firemen, crew consist, interdivisional runs, combination of road and yard service and pay structure should be the subject of negotiations. If these negotiations do not result in reasonably prompt resolution, the disputes should be quickly and definitively resolved by submission to a special referee procedure."

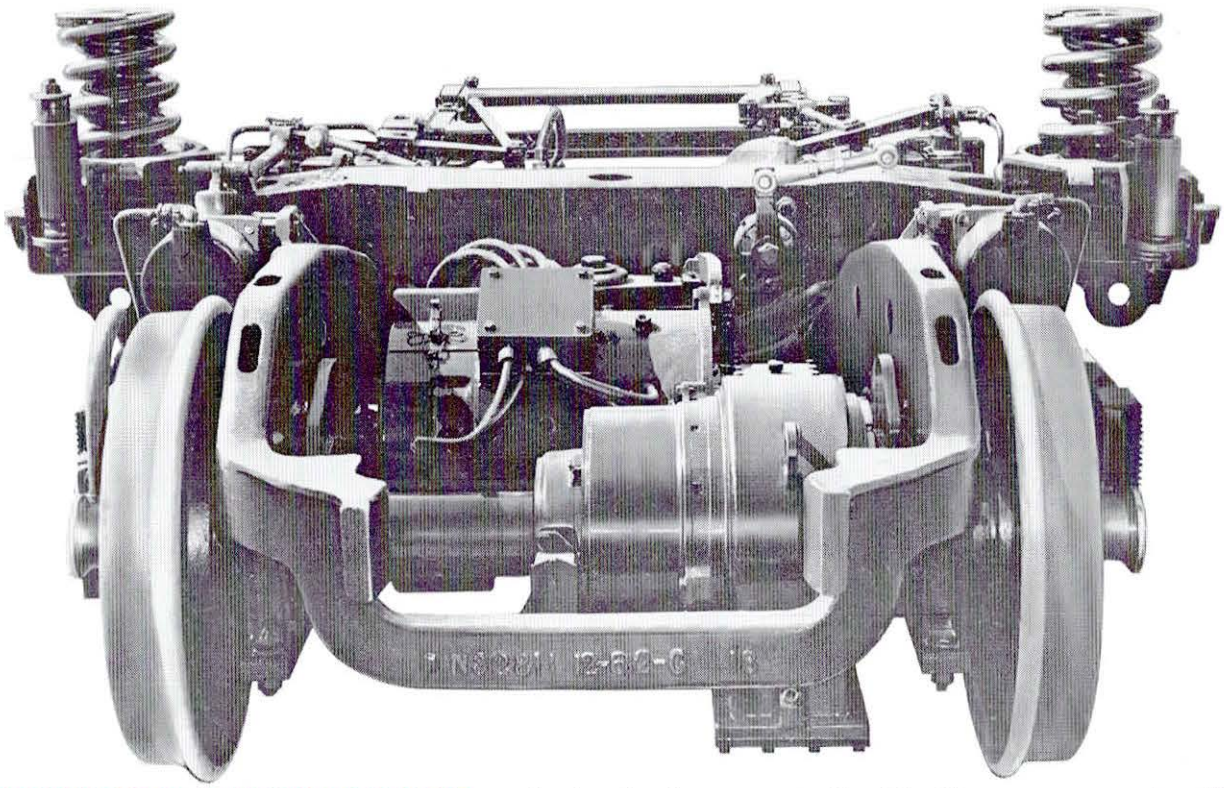
● **Early-retirement plan?** Noting that a general wage increase will be up for consideration soon, the board comments that "wage structure revision would be subject to easier solution in the context of a general wage increase." And, it points out that "if provisions for early retirement were subject to current negotiation, the problems of attrition might be more readily solved—especially if the carriers were to contribute some additional funds for this purpose."

Another of the board's major concerns is the operation of collective bargaining itself on the railroads. The board notes tartly that "recent years have been years of progress and innovation for the carriers. . . . Unfortunately, the industry's techniques for collective bargaining have not made similar advances."

The dispute is an old one, the board adds, and "we believe progress toward solution has been made and that both sides have stepped away from their former, doctrinaire positions. But the passing of time has not generally worked to make this dispute easier to resolve—quite the contrary."

Watching Washington, which usually appears in this space, is on page 52 of this issue.

THIS FAMILY ENDED ROCK AND ROLL



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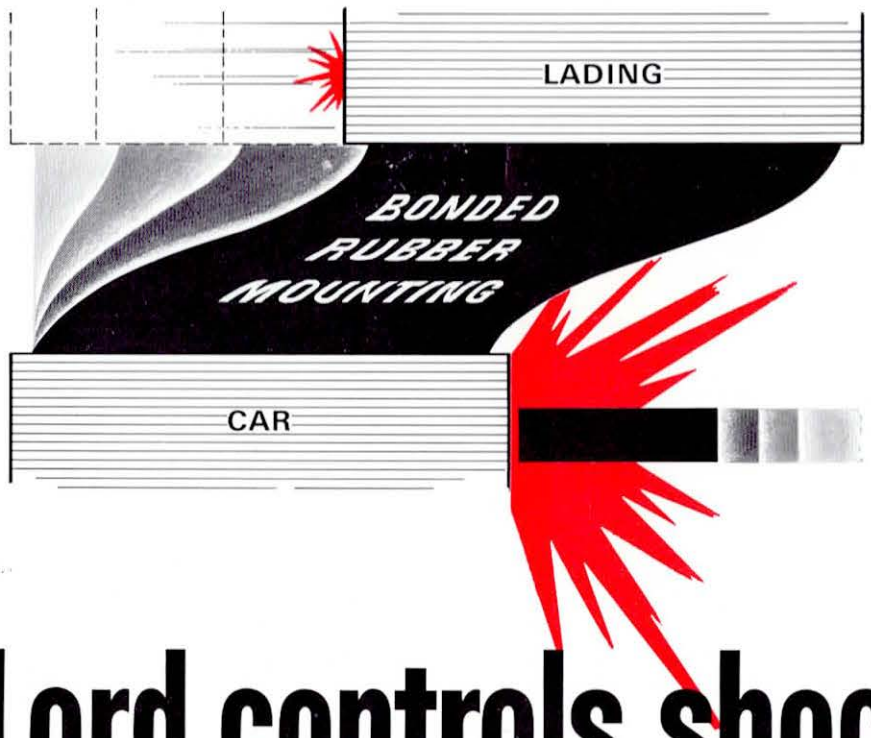

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Rail Transit Wins City, State Support

Mass transport by rail scores heavily on cost (comparatively low) and convenience (high), local planners told the annual meeting of the Institute for Rapid Transit at Washington.

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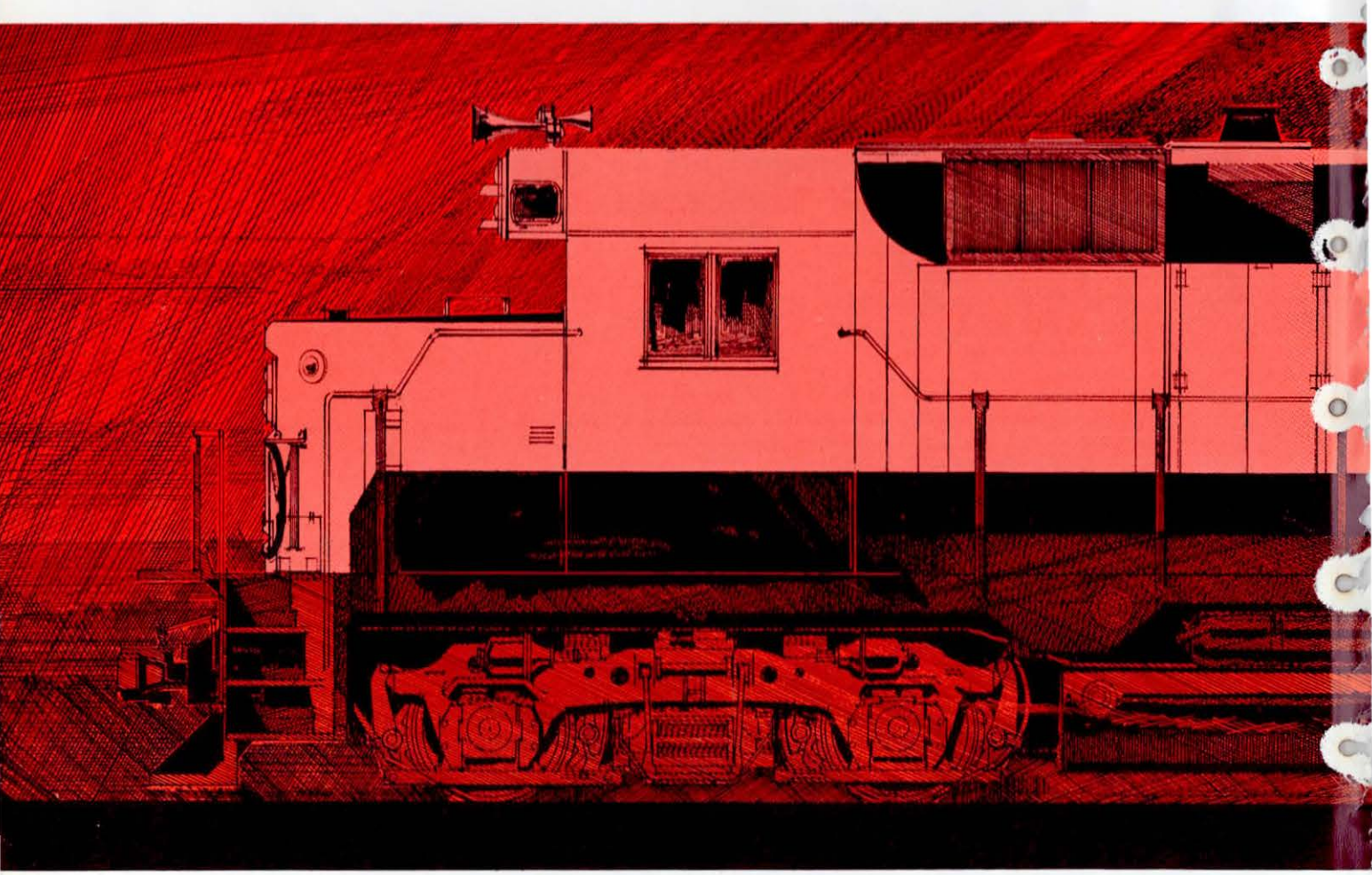

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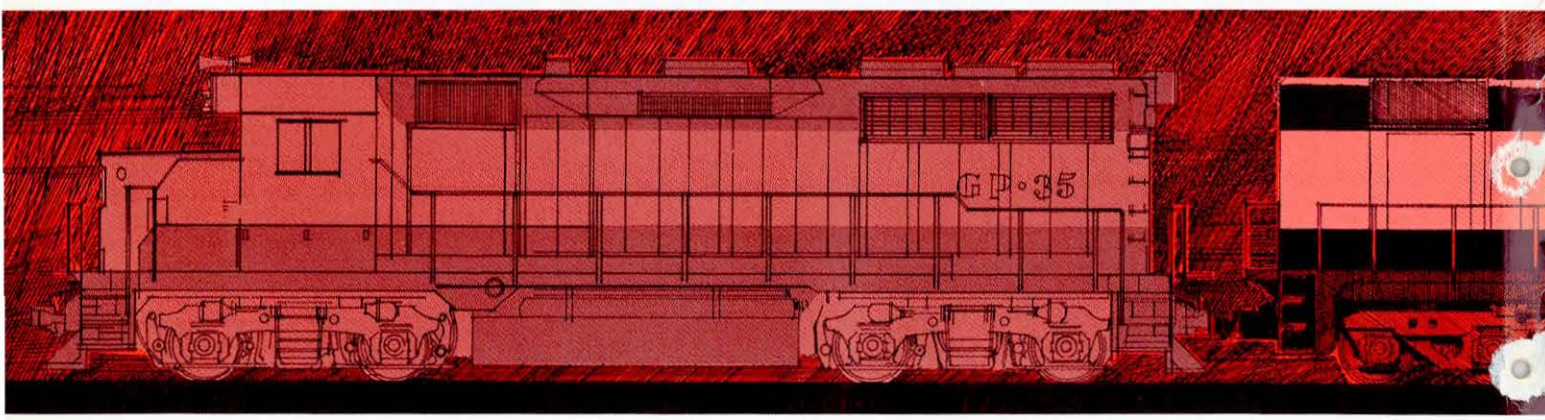

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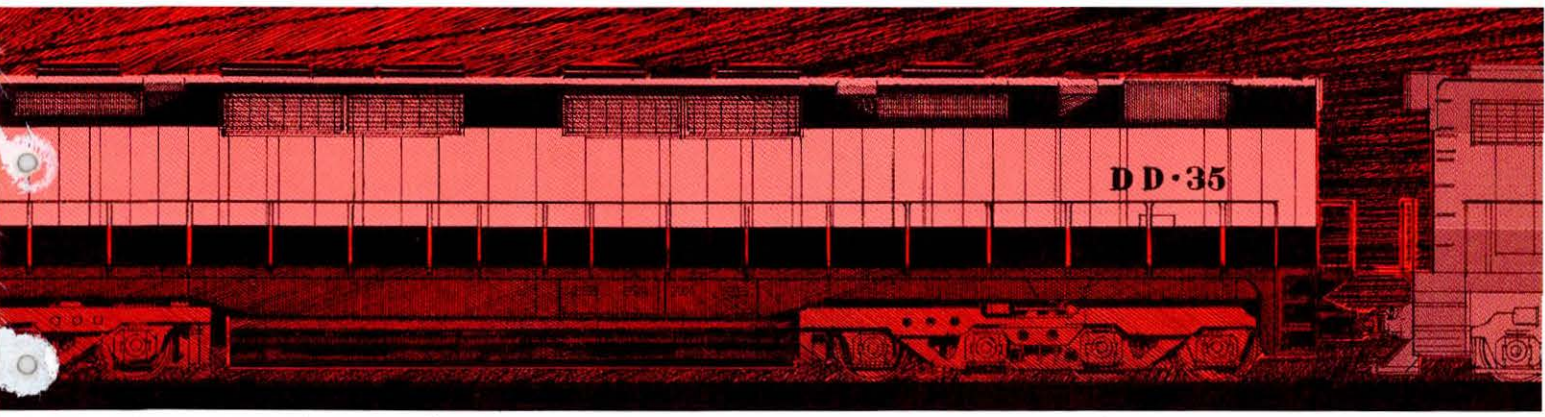

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Mr. Buford found the Japanese line's roadbed and equipment well designed, its grades and curvature built to "high standards by any definition," its stations built with high-level platforms, its catenary structure and contact wires reflecting improved designs and its signaling facilities of the most advanced types. The automatic train control system, he notes, will be of special interest and will be watched carefully because of the role it is expected to play in making the high-speed service a safe operation.

He also calls attention to the use of standard components for bridges (of which there are several long ones) and Japanese tunnel construction (including one bore 4.9 miles long).

● **U.S. application?** Would principles of the Tokaido line be applicable to any situation in the U.S.? Possibly —but, Mr. Buford emphasizes, any such determination would have to be made on the basis of detailed studies. One major point of apparent difference in situations: The Tokaido line is being built because of a shortage of railroad capacity in the area—while any superficially similar area in the U.S. would perhaps be found with an excess of railroad capacity today.

Mr. Buford was one of three AAR officers in the group of U.S. representatives who were in Japan from April 11 to 18 for the "study week" of the techniques of construction and operation used on the new line. The program was held under the auspices of the Japanese government and the United Nations Economic Commission for Asia and the Far East. On hand also were representatives of several other countries, including the United Kingdom and the Soviet Union.

The U.S. representatives were headed by Chairman Laurence K. Walrath of the ICC. In addition to him and Mr. Buford, the official group included William L. Keller, AAR vice president for research; Howard Longhurst, chief of the ICC's Section of Railroad Safety; and Gerald M. Magee, AAR director of engineering research. The State Department's announcement of the study-week plan said the U.S. delegation would "devote special attention to those economic, service and safety features which could be incorporated into the planning of American railroad projects and transport regulation."

Other U.S. railroaders who participated in the study were Rudolph H. Beeder, chief engineer, Santa Fe; James W. Diffenderfer, manager, special services, Pennsylvania; and George V. Guerin, chief engineer, Great Northern. Louis T. Klauder of Philadelphia, a railroad consulting engineer, also made the trip.

RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

COURTESY TO LEGISLATORS—Bob Swan, the dedicated publicist for mass transit by rail, at Long Beach, Calif., has sent me a copy of a letter he's written to Chairman Smith of the House Rules Committee, petitioning him to allow the Mass Transit Bill, S.6, to come to the floor of the House. What's unusual about Mr. Swan's letter is that he doesn't try to tell Congressman Smith how to vote on the bill. Instead he says:

"I am urging you and your committeemen personally to vote on this legislation, only as you see fit in your heart. We do not have all the answers, but the bill as passed in the Senate is admirable for its care and conservatism."

I think that every voter has a right to ask a legislator to study a situation carefully—and to present all the arguments he can for his viewpoint; but I don't believe any voter has a moral right to say: "Vote my way, or else. . . ." That is direct democracy at its worst—our system is supposed to be representative. The British philosopher (and practical politician) Edmund Burke, answered this question for all time almost 200 years ago.

THAT 'CANADIAN SHIELD'—I am advised (by Geography Professor Franklin Stern of Rhode Island College) that the Ontario Department of Mines has issued a $1 booklet setting forth the geology along the Trans-Canada highway, around Georgian Bay and Lake Superior. The rocks are mostly pre-Cambrian (i.e., very ancient, and rich in minerals) of the so-called "Canadian Shield." Both the principal Canadian railways, of course, traverse this country. A smattering of geology (which is all I have) goes a long way to heighten interest in railway and highway travel, and I wonder why there hasn't been more effort to popularize it. It's at least as interesting, I'd suppose, as (for example) Civil War History, and more widespread. There are lots of areas in North America that have only a limited amount of human history to get curious about, but no spot is devoid of geologic interest.

BRITAIN'S STATION NAMES—Some of the stations on the British Railways, that Chairman Beeching of the railways board proposes to close down in his program to make the railways profitable, include such (to me) interesting ones as these: Ascott-under-Wychwood; Ashby-de-la-Zouch; Bacup; Baptist End; Bootle; Besses o'-th'-Barn; Broadbottom; Corkickle; Dunball; Diggle; Entwhistle; Gnosall; Hole; Itchen Abbas; Pant; Pill; Stoke Edith; Swine; Trouble House; Knockando; Inches; Coole Pilate; Wookey.

COMMUTER FACTS, NO PROPAGANDA—Many suburban communities around metropolitan centers are acutely concerned with the maintenance of adequate railroad suburban service —and in some of these communities opportunists have tried to make political capital out of this interest. In one such community, however (Scarsdale, N.Y.), responsible citizens—members of a local civic club—have set up a committee on "public service and utilities," which examines all the pertinent information and passes it along to the townspeople, completely devoid of any propaganda bias.

I've just seen a report by this committee, which not only reviews the local situation thoroughly, but reports on developments in commuter transportation throughout the nation—including cost comparisons. This complex problem is one that can be successfully solved only by accurately informed public opinion.

FARSIGHTED OIL MAN—Those advertisements, promoting rail transit, that I mentioned here last week—sponsored by the Jenney oil people at Boston—were republished in Boston papers recently. Such is the advice I have from my faithful correspondent at Cambridge, Southworth Lancaster. Mr. L. goes on to quote Mr. Jenney as follows:

"The future growth of our area depends on how we handle the complex transportation problems that are at hand. It is important that there be a public awareness and understanding of its critical significance."

My guess would be that the first of our larger cities that really applies a sound solution to the transit problem of its area will get a head start on its rivals that will be hard for them to overtake. And I'd further suspect that the two or three biggest centers, that already have passable transit facilities, will hold their lead only if they show the same zeal in extending and improving their rail transit that they do in improving their highway systems.

PASSENGER TRAFFIC:

Revenue Firm, Deficit Down

Stability may be coming back to the passenger business. With the help of the train-off provision of the 1958 Transportation Act, railroads are bringing service into line with need.

Judicious pruning of hopeless losers from U.S. passenger-train rosters seems to be making the passenger business healthier than it has been in years—though it's still far from flourishing.

The railroads' 19.9 billion passenger-miles in 1962 (compared to 20.3 billion in '61) represented one of the smallest traffic declines in recent years. Passenger revenues—$619 million last year vs $624.6 million in 1961—seemed to be approaching stability, after years on a steep sliding board. And the passenger deficit (on a fully-allocated basis) dropped to about $390 million—a little more than half what it was just a half a dozen years ago.

All these factors have produced the first faintly bullish sentiments heard from the passenger-traffic fraternity since the post-World War II traffic-revenue decline set in.

● **Train-offs cited.** The experts in the field give substantial credit to the train-off provision of the 1958 Transportation Act for this streamlining of the service and the consequent movement of the deficit closer to a point of manageability. That provision—Section 13a—made it possible for carriers to remove heavy losers. It enabled the railroads to get to the Interstate Commerce Commission with their petitions, rather than having to rest their cases with state commissions (which had showed a marked unwillingness to permit elimination of even the most chronic losers).

Since the '58 act became effective, almost 300 trains—all cash leaks so far as the railroads are concerned—have been discontinued, partly discontinued or put on the block for discontinuance. Losses have gone down steadily.

Though reporting of passenger deficits is on the basis of the Interstate Commerce Commission's old and, many say, unrealistic full allocation of expenses, it is the only available index against which comparisons can be drawn. Railroad men generally agree that maintenance and taxes would be paid by the railroads even if no passenger trains moved, and that the ICC fully-allocated basis for assessing passenger-train performance is hardly ever used in train-off hearings or inside railroad circles when a train's performance is being assessed. Mostly, railroads regard passenger trains bringing in more than out-of-pocket expenses as making some contribution. There are a spate of railroads around the country that regard their passenger trains as contributing to the road's treasury—and, indeed, there are some roads that feel they're making money—on top trains or, in a few cases, overall—even on the ICC's fully-allocated basis.

● **Bottoming-out?** The statistical trends that are making the passenger men a little jollier lately can be seen, between the lines, in the spring crop of annual reports from the carriers. It isn't the kind of stuff that puts zip into the activity of men in other kinds of business activity—where knowledge is certain that hard work and needed service will bring recognition and rewards. The passenger men just hope that a bottoming-out may have come to the decline in passengers and revenues that has characterized the business in recent years. The hope seems to be that a new, lower, still unprofitable, but at least defensible, position has been reached by the passenger-carrying railroads—from which they can fight out the complicated battle to survive in the tough competition for the patronage of the U.S. traveler. The auto, of course, is the big winner, with the air lines running a poor second. Intercity passenger-miles by all modes—auto and common carrier—nearly doubled between 1947 and 1962, while rail passenger-miles sank to less than half.

The new plateau, if the current saucering-out of passenger performance is an indication that such a new position is really here, will be, to some large extent, the result of the train-off Section 13a of the Act of 1958—plus the fact that railroads are courting potential travelers with more zest and dash than they have in years. Hoping that the present level of passenger business can hold firm and that they can trim off the rest of the hopeless money-losers, passenger men see promise in 1962's performance that passenger business may stabilize at present levels for some time to come.

● **Prospects still not good.** It's not that passenger prospects are good. While not so bad as they have been, nor ever so bad as the ICC fully-allocated costs indicated, the prospects are still bleak. Passenger trains, even the best-patronized trains, bring little joy to railroad managers. Many railroad officers, tired of being forced to lose money with passenger trains, are

Santa Fe's 'El Capitan,' popular with

passengers today, will be re-equipped this year, with 24 new cars ordered from the Budd Company.

deeply pessimistic about the future. Even many of the exceptional passenger roads do not talk about passenger business in the traditional terms of businessmen discussing business operations—but instead talk in the non-commercial vernacular of "need for serving the public," and "passenger trains are public relations activity," and so forth. Some railroads, notably in the East, point at deficits reduced in half over the past few years with pride and, one may suspect, with some irony.

Thus, though there can be seen (if one is an optimist) some signs of passenger-service betterment for some carriers for 1962, it could be only the glimmer caused by improvement on particular railroads, notably the roads with a patent upon some better-than-usual inter-city run. And it could also be a reflection of the more robust level of freight business and general business conditions last year compared with 1961. As a result, though passenger revenue declines are not so steep nor deficits so deep, there is little real optimism among railroad officers for what lies ahead—the complex battle to survive in the U.S. passenger business. It is a battle unlike competitive struggles elsewhere—a bewildering labyrinth of financial, technological, governmental, sociological and psychological factors, an area where, literally, a highway commissioner, with a heavy daub of taxpayers' money, can undermine even profitable trains.

● **Billion-dollar business.** Unlike most businesses (and the U.S. railroad passenger business is still a billion-dollar business if all the head-end revenue is included), it is not possible to talk of the passenger problem in terms of men, machines and money alone—important though they are. For instance, though total passenger-miles declined sharply in the mid-1950s, passenger train-miles declined at a much slower rate—a built-in system for developing staggering losses that railroads were forced to deal with through impossibly complex and arbitrary procedures that kept big "loser" trains running months, even years, after their need was gone.

Section 13a gave them the opportunity to close a few of the gaps through which desperately needed cash was spilling by the tens of millions of dollars. Only since 1958, when the Transportation Act was passed, have passenger train-miles declined at a rate commensurate with the reduction in traffic.

Passenger roads report, for instance, an almost across-the-board saucering-out of the deep decline exhibited by passenger traffic in recent years plus an across-the-board, sharp reduction in losses—with little except the removal of unprofitable trains plus energetic (albeit uneven) special promotions to explain the sudden change in trends. Passenger traffic officers, fighting a competitive battle, have had their hands

full in providing balanced schedules and service where there is a chance to succeed and still trying to eliminate chronic losers.

• **Heart of the problem.** "That's what's at the heart of the railroad passenger problem," notes CB&Q President H. C. Murphy. "I doubt if passenger business nets much for the railroad. Of course, I don't know how much passenger business would be left if the ICC formula were used. As a matter of fact, when we appear before the public commissions for taking trains off, if we used the ICC formula there would be objections and our case would have to be restated. Whenever we take off service we cost-analyze what it would cost out-of-pocket to continue operations. Until a train actually loses money we don't attempt to take it off." Mr. Murphy points out what passenger men have contended for a long time: "If any other form of business operated under ICC rules such as have been set up for the passenger business, they'd go out of business, fast. But, we're obligated to perform. We can't escape it—you have to have due regard for the public."

'Creative traffic'

Burlington's 1962 performance, as a matter of fact, was one of the brighter spots in the national rail passenger picture. With passenger revenues of $22,043,503 (an increase of almost 4% over 1961 revenues), Burlington increased its share of the Western rail passenger market for the tenth year in a row, to more than 10% of all passenger revenues in the Western District. Crediting both the Seattle World's Fair and its "creative traffic" program for the increase in passenger revenues, CB&Q inferentially indicates that the increase may be even better than the figures indicate: More than 307,904 passenger train-miles (10 trains) were discontinued or merged during 1962; trains 1 and 44 between St. Louis and Quincy, Ill., were discontinued in April and another pair of trains in Illinois have been earmarked for discontinuance, with applications before the Illinois Commerce Commission. Notes Burlington: "Other lightly-patronized trains are under active study for possible discontinuance."

• **Why losses are down.** CB&Q—and many other passenger-carrying railroads—indicate the nature of the forces that may be behind both the stabilizing of rail passenger performance and also the sharp reduction in passenger losses under ICC accounting rules. Since 1958, more than 450 passenger trains have been involved in passenger-train discontinuance proceedings. And, judging from CB&Q's experience, these trains were all losing money on an out-of-pocket basis. As of last Feb. 7, 229 trains had been discontinued and 51 trains partially discontinued (ordered to operate only during part of the year or over part of a route); and about 15 trains were involved in cases then pending. Obviously, the pruning of so many losers from the ranks of the nation's passenger-train fleet must have had a financially beneficial effect upon the rest—as reflected in the decreased passenger deficit and in the reduced number of remaining passenger trains that industry leaders feel are actually an out-of-pocket drain on railroad resources.

Generally speaking, passenger-business pessimism is blackest in the most densely populated sections of the U.S. Eastern carriers are still reporting heavy losses (on the ICC basis) and are experiencing the most difficulty in getting trains discontinued—while in the less densely populated Midwest, West and Southeast the passenger situation is quite a bit easier. But, again, in the densely populated (and auto- and air-oriented) West-Coast area the situation also looks grim.

• **Pennsylvania problem.** PRR's E. R. Comer, general manager, passenger sales, of the road with perhaps the nation's toughest passenger problem, appraises PRR's performance last year this way: $37.9 million loss against 1961's loss of $29.5 million, but still far below PRR's staggering $71.7 million loss on passenger operations in 1951. He estimates that passenger revenues in 1963 will bring "a volume decrease of about 6%, with revenue up 2.5% because of increased fares effective during the entire year." Mr. Comer's blunt assessment of the passenger-business potential from PRR's point of view: "The outlook for intermediate-range travel between large centers of population remains good, whereas the market for distances requiring overnight trips will continue to decline. Commuter traffic where subsidy is provided enabling the carrier to improve service and reduce fares will result in larger volume." PRR's joint experiment with the city of Philadelphia and other communities may be helping: Philadelphia paid PRR $1 million for reduced fares and increased commuter service in the Philadelphia area. Further fare and service experimenting by PRR will result in $1.6 million being paid to the railroad over the next three years by the Federal Housing and Home Finance Agency.

The passenger view from PRR's proposed merger partner is hardly better. W. R. Main, assistant vice president, passenger sales and service, New York Central, notes that the road's 1962 passenger deficit of $15.1 million was the lowest since the end of World War II and a whopping decrease in NYC's peak passenger deficit, more than $50 million in 1957. But, says Mr. Main, "The outlook for 1963 is somewhat obscure to the experts and the consensus seems to be that conditions will continue about as now for the rest of the year. We do a very good business in the inter-city travel market between the large cities we serve and an upturning or holding of the line in general business conditions will be beneficial to our inter-city patronage. We propose to do everything within our power to promote interest in rail trips during the summer, especially through the medium of Sleepercoaches." NYC adds: "Sleepercoach service has been well received by the public and NYC is actively seeking to expand this market through radio and billboard advertising. To provide for increasing demand, the Sleepercoach fleet was increased by 10 cars in 1962." The service now operates between Chicago, New York, Boston, Cleveland, Cincinnati and Detroit.

• **Commuter situation eased.** NYC's commuter problems, while severe, were eased by state-of-New-York fare increases that should bring in about $1.3 million in additional revenue in 1963 to help reduce annual commuter losses. Schedules and operations in the area were improved by the use of self-propelled diesel cars; and delivery of 53 new air-conditioned commuter coaches was completed in 1962. The dining-service department will inaugurate self-service facilities on passenger trains in 1963, and, notes Mr. Main, "Our program for eliminating unprofitable, little-used branch-line passenger trains is constantly before us. During 1962 we secured permission to discontinue approximately 300,000 unprofitable train-miles on an annual basis."

Back to the 'plush'

South of the NYC and PRR there is a considerably different feeling about the passenger situation. On the Atlantic Coast Line, Ray Paschall, manager of passenger sales and services, appraises last year: "Business has been very good. We did not have an out-of-pocket loss." ACL's spectacular luxury train, the "Florida Special," operating on a 24-hour schedule New York-Miami, has brought back some of the plush atmosphere that formerly characterized name trains of practically all the passenger railroads. Featuring hostesses, passenger representatives, free champagne, motion pictures, games, music in the recreation cars, fashion shows, dinner reservations and telephone service, the "Florida Special" has been enthusiastically received despite the fact that an extra fare is charged. Another ACL innova-

'Name' trains like GN's 'Empire Builder' did well again in 1962
Well-run, well-maintained, well-promoted passenger trains continued to give proof last year that they can hold their own against the competition of airlines and the ever-present private auto.

Revenues from mail and express are also showing a new stability
Railroads posted new gains in mail revenues in '62—and a several-years' decline in express revenues seemed to be coming to an end.

tion for Miami-bound passengers: an arrangement whereby passengers can have their autos accompany them on piggyback equipment from Washington to Miami. ACL's 1962 passenger revenues of $14,706,811 were up 1.3% over 1961—but, importantly, mail revenue at $5,279,910 was 2.8% higher than in 1961 and express revenues of $2,530,391 were up a sizeable 10.8% from 1961. Says ACL Assistant Vice President D. T. Martin, "We know that there is money to be made in the passenger business and we are going to do our utmost to make it."

● **Brighter picture.** Seaboard Air Line's passenger situation is also definitely more cheerful than the national passenger situation. SAL managed to attract 910,679 passengers vs 907,610 passengers in 1961—and took in $14,040,640 in passenger revenues last year compared with $13,789,515 in 1961. As though underscoring the fact that SAL had had the best passenger year in 10 years, a handsome SAL-ACL joint passenger terminal was opened at Savannah, Ga., with a joint statement to the community from officers of the two roads pledging "overall effort to provide the people of this area the finest in swift, safe, dependable transportation." (RA, April 15, p. 14)

The passenger picture was similar for other roads in the area. Southern's passenger revenues were $10,244,233 last year, a slight increase above 1961's $9,961,130. Richmond, Fredericksburg & Potomac reported passenger revenues of $4,968,367—up 2.3% above 1961's business. RF&P credited vigorous promotions—planned package tours, specials, children's trains—as having helped its passenger revenues.

Elsewhere in the East, the passenger situation is hardly anything to provoke cheers from railroad stockholders. Norfolk & Western, with less than 1% of its revenues from passengers, reported a modest decline in passenger intake, $2,382,832 compared to $2,474,247 in 1961. Baltimore & Ohio's $13,736,943 in passenger revenues last year was off from 1961's $14,620,646. Chesapeake & Ohio, which states flatly that passenger business is primarily a way to meet the public and acquaint it with C&O services, placed three new diners in service in 1962, completely renovated and refurbished stations at Huntington and Charleston, W. Va., and also posted an increase in revenues for the year, $24.2 million compared with 1961's $23.4 million. Louisville & Nashville also reports an increase, $8,237,824 compared with $8,143,769 the previous year. But Nickel Plate, feeling expressway competition from Buffalo to Chicago, posted 10.68% less in passenger revenues than in the previous year and applied to the ICC late last year to discontinue operation of two of the trains in the losing competition.

● **Aid from 13a.** A study of passenger operations in the Midwest reveals more help from Section 13a, plus some modest pluses that have come via various types of railroad self-help promotional activity. Soo Line, whose passenger and mail revenues of $2,980,017 were 3.6% less than its 1961 revenues, is asking the ICC again for permission to discontinue its trains between the Twin Cities and Portal, N.D. Soo says the trains, lightly patronized, lost $275,000 in 1962. Soo previously sought ICC authority to drop the trains in 1961 and in 1962.

Gains in the West

Chicago & North Western posted 1962 revenues of $16,818,000 from passenger and allied services, off 11.3% from 1961—and announced its passenger deficit for 1962 as being $7,742,000, or $1,128,000 less than in 1961—but $15,737,000 less than the loss in 1956. At the end of 1962 C&NW had 2,158,000 through passenger train miles —12% less than in 1961—but 70% less than in 1956. Currently, C&NW is petitioning to have a pair of Chicago-Minneapolis and Chicago-Mankato, Minn., trains taken off, representing about 630,000 passenger train-miles, or 29% of C&NW's present mileage.

Rock Island posted a modest increase in its passenger, mail and express revenues ($29,676,461 compared to 1961's $29,273,618); but Katy's passenger revenues were down as were Chicago South Shore & South Bend's. Kansas City Southern posted a good increase,

Station improvements—among them Union Pacific's new depot at Pomona, Calif., and the new joint terminal of

$979,605 compared to $894,275 in 1961.

● **'Unlimited freedom?'** MoPac, with fewer passenger miles (514 million compared with 558 million in 1961) had passenger, mail and express revenues of $34,292,000 compared with $35,-355,000 the previous year. Notes H. E. Mack, Jr., general passenger traffic manager, "Unprofitable train mileage totalling 790,590 train miles per annum has been discontinued. Legislation needed to support passenger service to the public should give railroads unlimited freedom to withdraw train service which proves to be unprofitable for a period of six months to a year. . . . Section 13a of the Interstate Commerce Act as amended should, in my opinion, be broadened if railroad passenger business is to survive."

Commuter improvements

Milwaukee, holding at practically 1961's level ($25,638,875 vs $25,-957,633 in 1961) reported that its 40 new bi-level, air-conditioned suburban cars at Chicago, despite competition from new Chicago expressways, increased commuter patronage 5.4%. Notes Milwaukee's general passenger traffic manager, William Wallace: "The various rail managements are becoming more favorably impressed with their passenger operations, although there are still a few secondary and unprofitable trains to be discontinued because of a lack of patronage. However, it is not difficult for anyone to predict that this elimination of secondary service is resulting in better main-line service with up-graded trains and equipment, and, of course, this better service is easier to sell. . . ."

Illinois Central, a stout advocate of the fact that, in the phrase of President Wayne A. Johnston, "Passenger trains are here to stay," reported $22,921,234 in passenger revenues (up 3% over 1961's $22,256,270) and even reported a net for its Chicago commuter service of $313,368. Vigorous promotion of tours, special trains and other projects for maximizing passenger revenue have helped. Shoppers' fares, started on Chicago commuter trains in 1961 and continued through 1962 have been extended into 1963. A spectacular champagne, steak and "the works" dinner served aboard IC diners for $9.85 is reported getting a "fabulous" reception from travelers aboard the all-Pullman Chicago-New Orleans "Panama Limited." E. L. Holmes, IC's passenger traffic manager, says "We have noted some encouraging signs and I believe we will benefit by the expanding population and the desire of the public to travel in a safe and comfortable manner. By providing the best service possible, I believe we can recapture a portion of the travel market."

● **Northern lines gain.** Northwest carriers had banner years, thanks to the Seattle World's Fair and also to some good promoting. Northern Pacific's passenger revenues of $7,840,000 were 11.4% above 1961 revenues, NP's highest peacetime year since 1929. And, while the World's Fair was responsible for a great deal of the business, it was, nonetheless, the fourth year in a row that NP racked up passenger gains. G. W. Rodine, passenger traffic manager, citing the continuing increases in NP's long-haul passengers, says "We feel there will always be passengers available to sustain whatever high-quality service the railroads are willing to provide."

Great Northern's modest appraisal of its 1962 performance: "Passenger revenues were most encouraging in 1962—totalling $11.7 million, an increase of 16.1% over 1961." GN also notes that "The passenger train operating loss—which reached a peak of $9 million in 1957—in 1962, with reduced costs and a substantial increase in passenger volume, was only $2.4 million. In the absence of World's Fair travel in 1963 it is not likely results will be as favorable as in 1962. However, every effort will be made to turn losses into a profit. It is hoped that future concentrations of our passenger service in a small number of attractive trains with high standards of service and the lowest possible fares will secure the volume of traffic required for profitable operation."

The pattern is similar at Denver & Rio Grande Western, which notes that it had a 1.3% increase in passenger revenues ($2,932,000 in 1962 compared to $2,892,683 in 1961).

● **Santa Fe revenues up.** Santa Fe continued to aggressively pursue passenger business. Passenger revenues of $41.84 million were 2.1% better than 1961's $40.97 million. Santa Fe uses family fare plans, dining club books, and a "go now-pay later" plan to stimulate interest in passenger service, and Ross E. Chappell, general passenger traffic manager, annually conducts a series of meetings with employees throughout the system in which "we review the past year's performance, look to the year ahead . . . and exchange ideas in open discussion where gripes as well as suggestions for improvement are entertained." The meetings are attended by conductors, brakemen, enginemen, chair car attendants, dining car personnel, agents, mechanical department employees, and representatives of other employee groups. Mr. Chappell says he is convinced that the improved employee attitude which results from the meetings is responsible for much of Santa Fe's repeat business.

Santa Fe this year will put 24 new Hi-Level chair cars into service on "El Capitan." The cars they replace will go into service on the "San Francisco Chief."

Union Pacific's passenger performance in 1962 was noticeably better than the previous year. Passenger revenues

Seaboard and Coast Line at Savannah, Ga.—helped improve the 'image' of passenger service.

of $27,516,029 were up 3.5% over 1961's $26,577,395, while 1962 mail revenues of $23,061,713 were up 4.9% over the previous year's $21,987,392.

● **Promotions help WP.** Western Pacific's situation may be the classic shape of passenger business in 1963: "California Zephyr" revenues of $2,825,343 (an increase of $102,263) were the highest since 1953—but, overall, WP passenger revenues fell $45,986, or 1.9%, due to the discontinuance of trains 1 and 2 (the Zephyrette) between Oakland and Salt Lake City. Vigorous promotion of special trains—among them circus trains, the 5th Annual Cariboo County Special, a WP "cruise train"—have helped, reports WP.

Southern Pacific, like NYC and PRR across the continent, has little to cheer about as a result of its 1962 passenger revenues of $29,280,000, up slightly compared with $29,161,000 in 1961. As short a time ago as 1953, SP's passenger revenues were $59,177,000. Passenger train-miles were reduced 276,122 miles or 2.9% in 1962 as a result of the consolidations during the off-travel season of the "City of San Francisco" and the "San Francisco Overland," and the discontinuance of a pair of lightly patronized trains between Oakland and Sacramento, Calif.

Fewer, stronger trains

The pattern emerging on U.S. railroads—fewer but stronger trains, carrying more passengers with fewer train-miles—is also the order of things in Canada. Canadian Pacific, whose passenger revenues in 1962, $26.1 million, were down 1% from 1961, notes that in the last 10 years 149 unprofitable trains have been removed. Passenger train-miles have been reduced by 10.5 million, or 51%.

● **Red, White and Blue scores.** Canadian National, whose imaginative Red, White and Blue fares plan has captured the fancy (and the patronage) of Canadian travelers, provides for 25% and 35% reductions on off-peak days and during slack periods. Aggressive passenger promotions include complimentary meals to passengers in sleeping cars in Red, White and Blue territory, vacation tours, 10% commissions to travel agents and numerous sightseeing tours, cruises and vacation all-expense packages. A new "car-go-rail" plan is going into effect June 15 to provide CN passengers with the convenience of having their own car at destination.

It can be seen from this quick view of what happened to North America's rail passenger business in 1962 that a full partner to railroad promotion and self-help in achieving a reduction in passenger losses was Interstate Commerce Act Section 13a, which permitted orderly and rational discontinuance of trains that had ceased to have economic justification. More trains, from all indications, need to be gotten off. But often local pride and other factors keep trains running (and losing money).

● **'Save the service?'** Congressman Harley Staggers, (D.-W. Va.), a member of the House Interstate and Foreign Commerce Committee, recently introduced H.R. 4744 "to save the railroad passenger service." The bill would abolish Section 13a of the Interstate Commerce Act because, in Mr. Staggers' view, "that section ignores the rights of the public. There is much evidence that many railroads are using Section 13a to get rid of passenger train service for which there is still a demonstrated need."

Most railroad passenger officers, like MoPac's GPTM Mack, feel that removal of Section 13a would serve the opposite purpose to what Congressman Staggers intends. Notes one PTM, grimly, "If we had been forced to continue operating all the rolling cash sieves we had in 1957—the whole service would be in much worse shape today, if it hadn't bankrupted our railroad. The fact that we've got some snappy trains, good service and better morale among the men than we've had in years is largely due to the fact that we've been able to get the perennial losers off our necks and start working with the trains that have a chance of justifying themselves economically."

● **New era beginning?** If 1963's passenger business confirms that a plateau has been reached, a new era in U.S. rail passenger operation may be at hand. The reduced passenger-train network, generating revenue enough to at least break even, may benefit from new technology, (new fancier, faster equipment and systems the car-builders all admit are in "the works") and from possible federal, state and local revision of the business environment in which passenger trains operate.

While equipment in passenger service averages close to 25 years in age, contraction of passenger business plus increased train speeds (which, effectively, increase capacity somewhat), make the passenger roads at present a poor market for the car-builders. The builders, however, are bullish about the future—and with good reason. If present passenger levels hold, with the high average age of equipment now in service, it won't be long until obsolescence—plus the considerable operating and maintenance savings possible with new, lightweight passenger units now available—may result in a rash of train refurbishing. Passenger car orders—including commuter equipment—total 871 units as of May 1. Orders, other than the commuter units, are mostly for head-end equipment.

Such trains as would be running in the new era ahead would provide good jobs for the men operating the trains, as well as giving some promise of return to the carriers—who have for years operated expensive trains with staggering yearly losses as their only reward.

NY Car-Lease Plan Defective, Says NH

Trustees of the New Haven say the Port of New York Authority plan to lease the road 100 new commuter cars and rehabilitate 100 older cars is inadequate. They would rather have cash.

The New Haven has been offered a new lease on the life of its New York commuter service in a Port of New York Authority plan that would provide 100 new cars and the rehabilitation of 100 older ones to be used before delivery of the new equipment.

But the reaction of the trustees of the road to the lease offer was unfavorable. They described the plan as "defective" in that it avoided the central issue of providing public support of commuter-service deficits incurred by the carrier.

The trustees said they would be willing to discuss the plan with New York officials, but held out little hope for agreement unless the matter of cash subsidies was included. The New Haven says it needs $5.5 million annually in public aid to apply against its New York-Connecticut commuter deficits.

Under the plan, developed by New York Gov. Nelson Rockefeller's staff and the Port Authority, the 100 new cars, when delivered to the New Haven in 1965, would permit retirement of 100 older cars. The railroad would then have an all-air-conditioned fleet of 200 multiple-unit cars for its Stamford, Conn.-New York City commuter service.

● **Earlier plan cancelled.** This new offer to the New Haven follows an earlier proposal whereby the Port Authority would have supplied the road with 50 new cars worth $12 million. The 50-car lease deal was cancelled by the Port Authority after the Federal District Court that is supervising the New Haven's reorganization deleted a clause in the lease obligating the New Haven to maintain New York commuter service without any substantial reduction. The court held that acquisition of 50 cars would leave a substantial number of antiquated cars on the road, preventing the New Haven from guaranteeing that present levels of service could be maintained (RA, Feb. 18, p. 55). Nearly 100 of the railroad's commuter cars were built between 1914 and 1931.

Port Authority and state officials have expressed the hope that the new proposal providing 100 cars will overcome the Court's objection.

Earlier this month, Governor Rockefeller signed a bill denying the New Haven tax relief on its real property in New York that is used for commuter service (RA, May 13, p. 40). The measure states that a railroad in default on current taxes cannot be granted tax considerations unless it is leasing commuter cars from the Port Authority. Trustees of the railroad termed the bill "punitive," and said it would hasten the liquidation of commuter service in the New York area by imposing "a staggering tax accrual on an already deficit-ridden operation."

● **Financial advantages.** Dr. William J. Ronan, secretary to Governor Rockefeller, sent a letter to the New Haven's trustees pointing out the plan's financial advantages.

In coming under the plan, Dr. Ronan stated, the New Haven would qualify for tax relief from New York, which, with that allowed by Connecticut, would amount to $3.2 million per year. With new and improved equipment in service, the road could also expect to save $300,000 in operating expenses, he said.

● **$25 million fund.** The Port Authority plan would call for the Authority to purchase the new cars and rehabilitate the old ones out of a $25 million bond issue guaranteed by the State of New York under a 1961 Constitutional amendment. In 1961, voters authorized the state to guarantee up to $100 million of Port Authority bonds to finance new commuter cars.

The New Haven's annual lease payments for the 100 cars would be about $900,000 for 30 years, with interest estimated at 2.7%.

For the Arcade & Attica, Passenger Business Pays

LEWIS

Passenger business, more commonly the villain bearing the blame for deficits, once in a blue moon becomes the hero. Take the Arcade & Attica which reinstated passenger service last August as the only alternative to abandonment of its 15-mile road. The short-line A&A runs north through dairy country from a connection with the Pennsylvania's northern region at Arcade in western New York State. The A&A is a publicly held corporation. It had 161 stockholders (as of Dec. 31, 1961), mostly businessmen and farmers located along its line. It is private enterprise in its purest form. Until trucks took away most originating traffic, and conversion to natural gas by industries in the area reduced inbound coal, the A&A made a profit. It paid a $10 dividend on 1957 earnings. But from 1958 through 1961 there was a serious deficit of just under $26,000.

President Richard I. Cartwright made a bold decision. A steam engine was purchased and four old Erie-Lackawanna coaches. Passenger service was resumed in August 1962 with nostalgia the chief stock in trade. The gamble paid off. The 1920-vintage former Boyne City Railroad 2-8-0 hauled 18,000 passengers at $1.50 a head for adults, 6 bits for moppets, in August and September alone. This year with a 1917 Escanaba & Lake Superior 4-6-0 added to the roster, enthusiastic President Cartwright expects to handle 75,000 passengers—maybe more.

Looks like only crack streamliners and aging steamliners can attract passengers nowadays.

Robert G. Lewis

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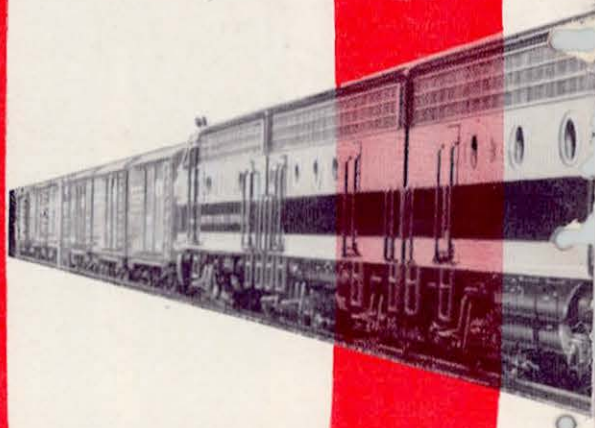
Richmond, Fredericksburg and Potomac Railroad Company reports:

OVER 50



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The Richmond, Fredericksburg and Potomac Railroad Company has, for more than 127 years, furnished fast, frequent freight and passenger service between Richmond, Virginia, and the Washington, D.C. area. The road has an outstanding record of safety and dependability.

This 113-mile rail line, a vital link between the North and South, has experienced over 50 million Diesel miles of *trouble-free* service with Sinclair Gascon Diesel Lubricating Oil.

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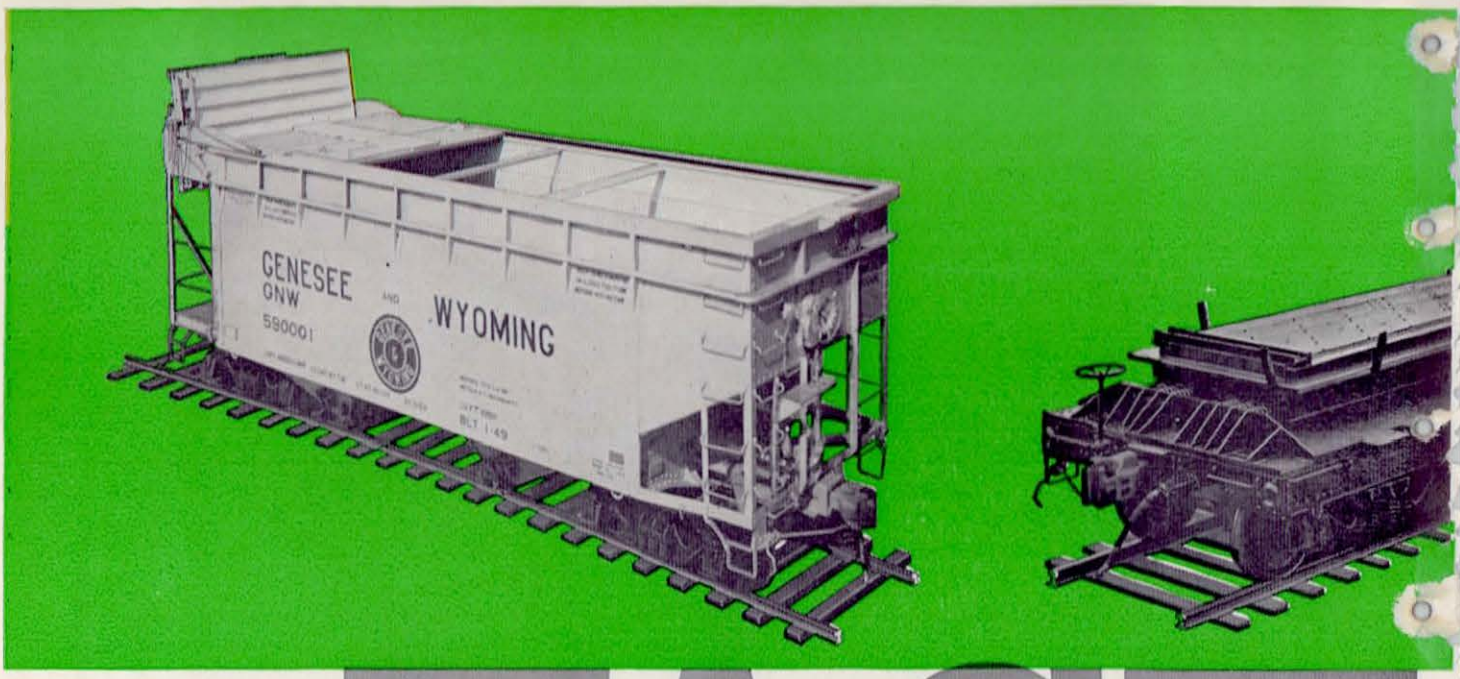
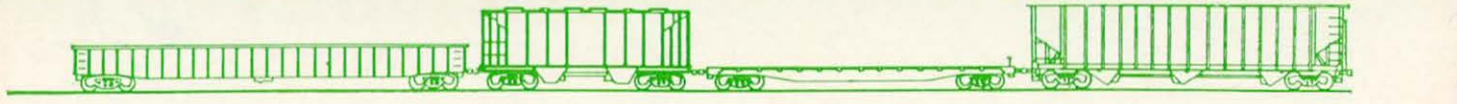
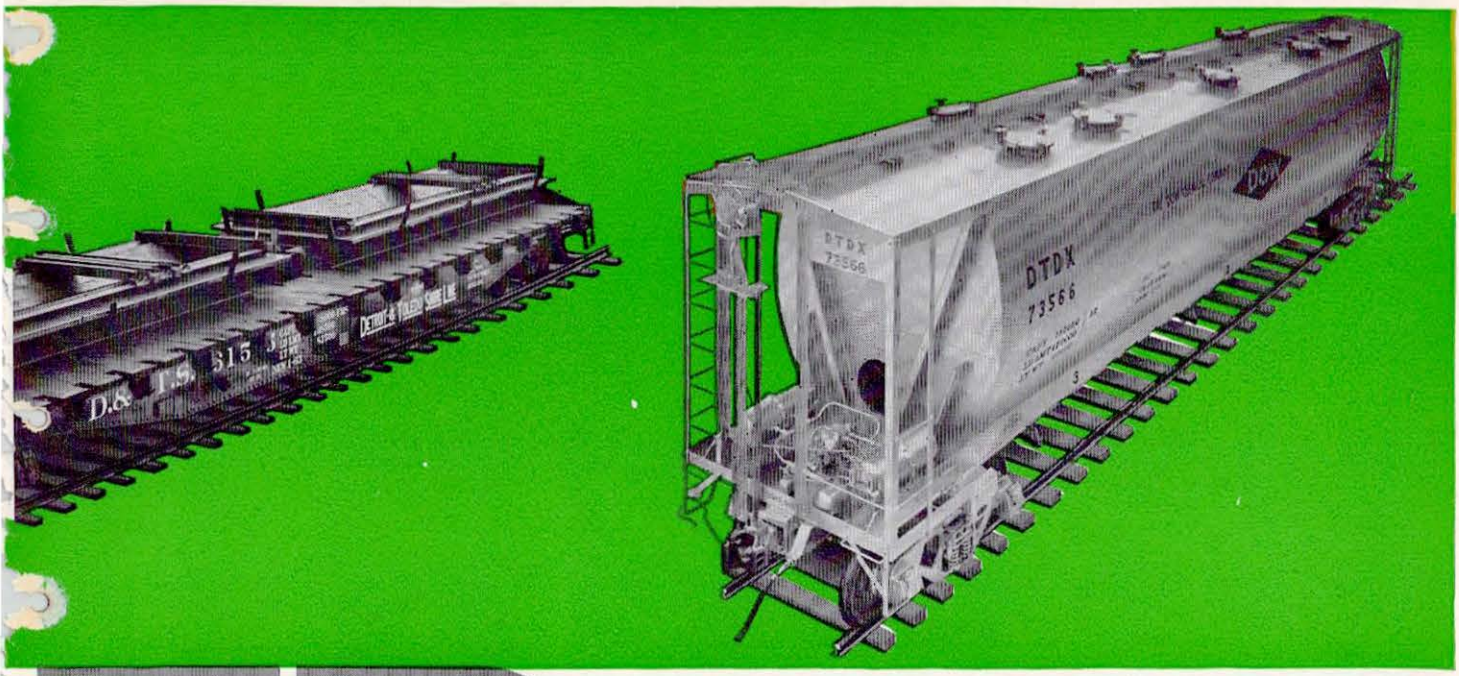


HANDLE KEY CARGO FAST





GR

If you need cars which handle more cargo at less cost, investigate the new cars coming off the line at Greenville. Many are already in revenue service . . . some leased, some purchased.

Greenville builds, rebuilds, or upgrades and fits these units with special features to meet specific customer requirements. Some of the newest designs were introduced first by Greenville.

The McGregor roof car is a 50-ton hopper converted to 70-ton to carry 25% more payload under a folding, water-tight roof. The coil car—new, or economically converted from a flat—carries steel coils in shock-proof cradles under removable covers. The aluminum and stainless covered hoppers do not require expensive linings.

If you have a key cargo which has to move faster at less cost, check your requirements with Greenville. The features you need may already exist in a Greenville design.

GREENVILLE STEEL CAR COMPANY
Subsidiary of Pittsburgh Forgings Company
GREENVILLE, PENNSYLVANIA

Meeting Stresses Lube Problems

Center-plate lubrication has become more critical with the heavier loads being carried in high-capacity freight cars now in service. As the current design trend, dictated by economic factors, is toward even larger cars the lubrication of the center plate has come under more study, both in the laboratory and through service tests.

"Good swiveling of freight car trucks is essential if wheel and track wear is to be kept within satisfactory limits," M. A. Hanson, chief engineer, Magnus Metal Corporation, said in leading a panel discussion of center-plate lubrication at the annual technical session of the National Railroad Lubrication Council, American Society of Lubrication Engineers, on May 2 at the Hotel Biltmore, New York. Panel members were R. M. Pilcher, engineer of tests, N&W; H. K. Lanning, mechanical assistant, Santa Fe; P. R. Broadley, mechanical-electrical engineer, CNJ; Wayne Lasky, engineer of tests, GM&O, and W. K. Simpson, technical director fuels and lubricants, Electro-Motive Division, General Motors.

Service tests have included applications of lubricants such as graphite grease and molybdenum disulphide and the use of metal and plastic liners. Results indicated that molybdenum disulphide produced better lubrication in several test and service applications. Two lubricants currently showing promise are babbit chips in graphite grease and lead shot mixed with grease.

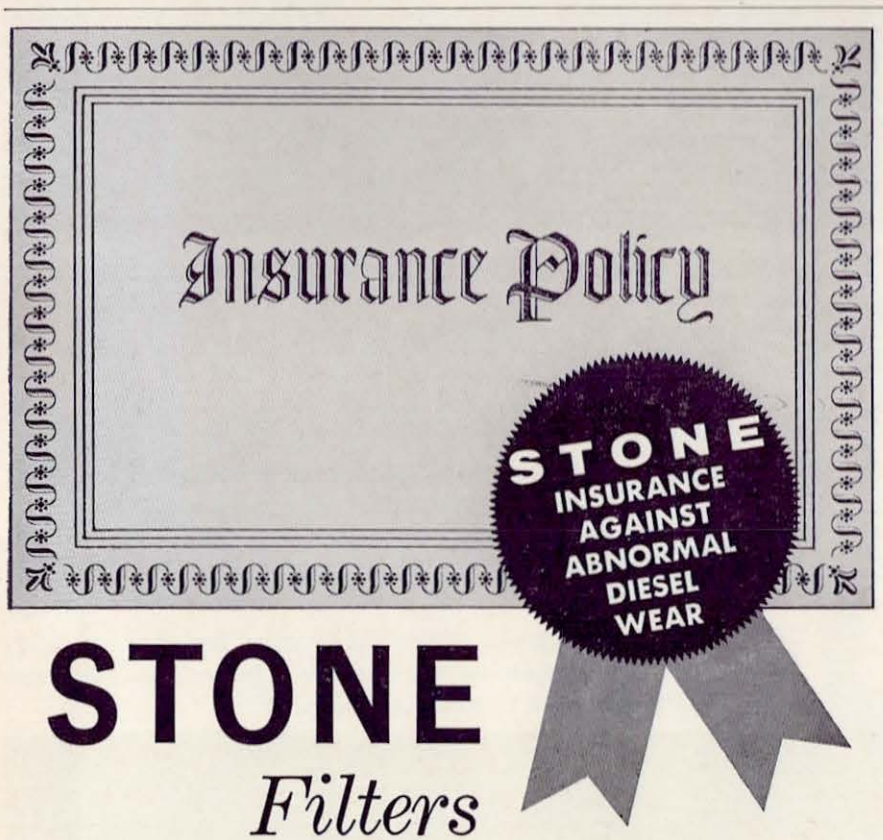
Another development under test is a laminated rubber sandwich pinned to the truck bolster and the center plate which eliminates metal-to-metal contact. Truck swiveling is achieved by placing the rubber in shear. This test application was reported to have done a "good job and developed low torque characteristics."

Low temperature performance of greases in railway roller bearings was the subject of a paper presented by John N. Crisp, mechanical engineer, Physical Laboratories, Timken Roller Bearing Company. Co-authored by W. E. Ellis, Timken's assistant chief engineer, the paper dealt with laboratory tests of eight lithium and one barium soap greases in 70-ton freight car roller bearings under simulated service conditions at ambient temperatures of 60 to −55 degrees F.

The results of this investigation, considering the lithium base greases only, indicate the following:

- A change in the grease structure resulting from previous running history in a bearing can adversely influence the torque characteristics.
- Slumping or circulating greases produced higher torque at low temperature than those that assumed a stable distribution without slumping.
- Greases of harder consistency than the AAR M-917-56 greases did not result in greater torque at low temperature.
- Greases with higher viscosity base oils in general produced higher torque at low temperature.

With air brake equipment in interchange cars being subjected to the same wide climatic changes as roller bearings, the lubrication of that equipment was discussed in a paper by John B. Driver, AAR Research Center. In the author's absence the paper was presented by R. W. Byrne, chemical engineer, AAR Research Center, who was also chairman of the technical session program.



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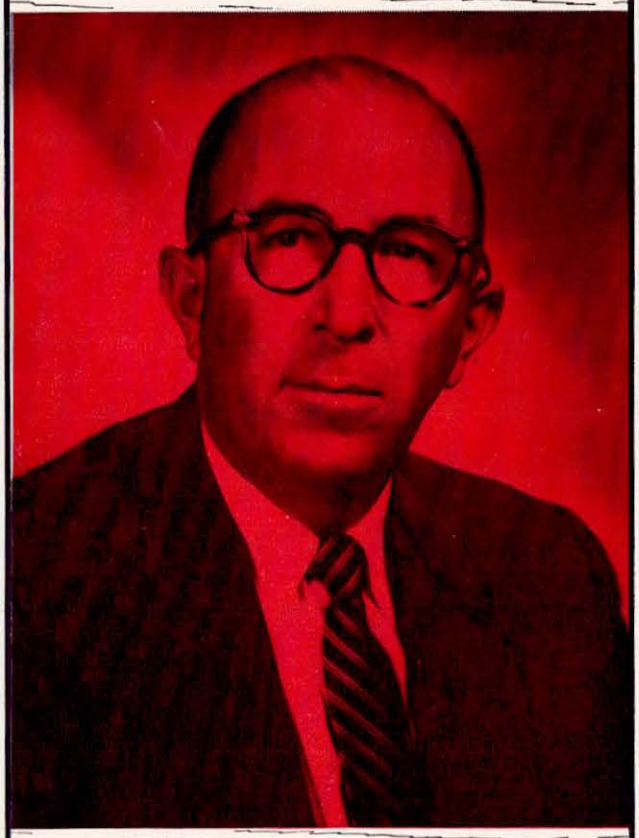
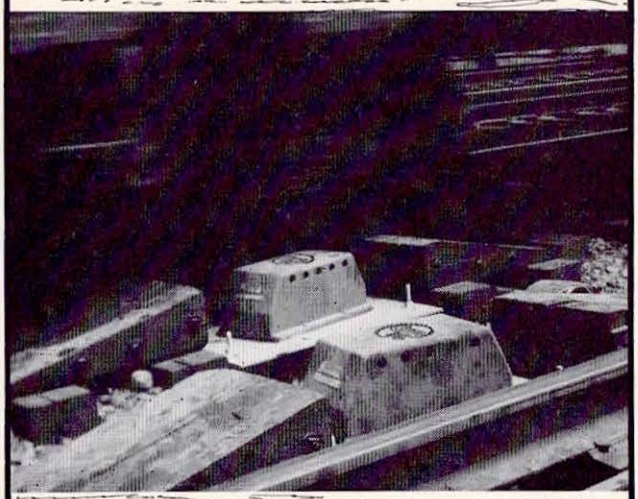
"On the L&N, the SERVOSAFE Hot Box Detectives in service have convinced us of the need to expand our program of installations beyond the 27 already purchased so that all of our important lines will be protected."

. . . Mr. W. H. Kendall,
President,
Louisville & Nashville Railroad

L&N





Thirty major Class I American railroads . . . of which the L&N is an excellent example . . . have discovered the benefits of protecting their shipping with SERVOSAFE® Hot Box Detectives*. For additional information on how SERVOSAFE systems save money by preventing set-offs, derailments, and other problems, write for our free booklet.

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*Protected under one or more of the following U.S. Patent Nos.: 2,880,309, 2,947,857 and 2,963,575. Other U.S. and foreign patents pending.

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Meets your specific power need with greater flexibility: Choose the ALCO Century that most efficiently suits your individual requirements...

Century 424—four axles, four traction motors, and a 16-cylinder ALCO 251-B diesel engine generating 2400 hp for traction. **Century 624**—six axles, six traction motors, and a 16-cylinder ALCO 251-B diesel engine generating 2400 hp for traction. **Century 420**—four axles, four traction motors, and a 12-cylinder ALCO 251-C diesel engine generating 2000 hp for traction. The 420 has provision for a steam generator.

Turn in any old unit you have for a credit of up to $50,000 and more on a new Century Series locomotive. Savings are so high, cash payout is less than two years. Contact your ALCO sales representative today for full details. There is no obligation.

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FOR ALCO'S LEADERSHIP IN LOCOMOTIVE EXPORTS

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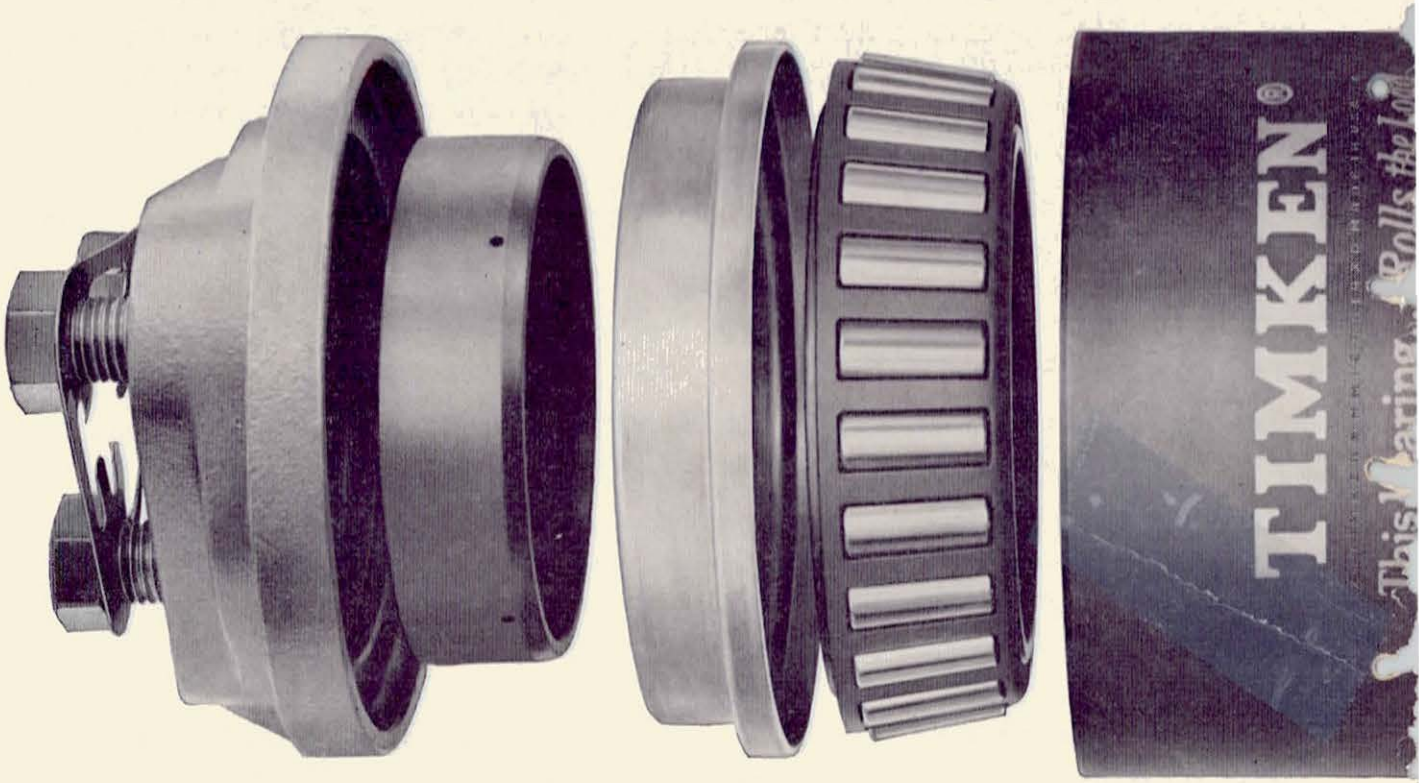
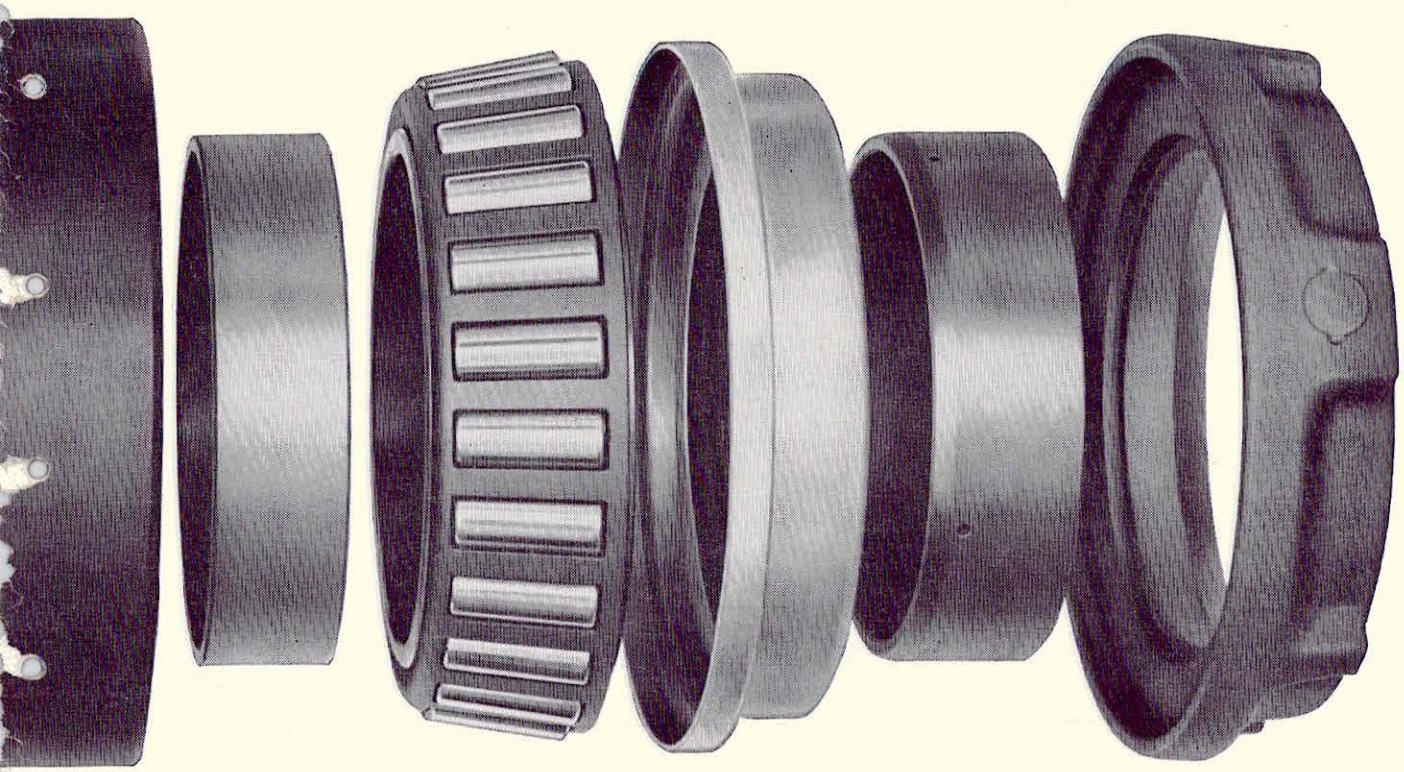


GUTS

A bearing needs guts to solve the hot box problem and that is why the 35 member-owners of Trailer Train Company are using Timken® bearings in high-speed, high-mileage, piggyback service.

9,708 OF TRAILER TRAIN'S FLAT CARS ARE TIMKEN BEARING-EQUIPPED—MORE THAN ANY OTHER MAKE OF RAILROAD ROLLER BEARING. The picture shows the ten basic parts of a Timken® "AP" (All Purpose) railroad journal bearing—it's the guts of the roller bearing that's leading the way on America's freight cars. Two cone assemblies, two seals, two seal wear rings, axle end-cap, cone spacer, cup and backing ring plus a locking plate and three threaded cap screws.

From the outside, all roller bearings for freight cars look pretty much alike. But only Timken tapered roller bearings have the proved performance you have the right to expect—over 100,000,000 car-miles on the average between setouts



due to overheated bearings. And some Timken bearings under individual Trailer Train cars have rolled over 450,000 trouble-free miles in fast, high-mileage service.

The secret is in the steel and precision manufacture. We pioneered the tapered bearing design for railroads. We have led in railroad roller bearing research for over 30 years. Now practically all anti-friction bearings on freight cars are tapered. And the steel in Timken bearings is nickel-rich to provide long life. We make it ourselves, an extra step to control quality that no other American bearing manufacturer takes.

Like Trailer Train, why not give your freight cars the guts they need to compete in today's tough transportation industry? Put Timken tapered roller bearings on the axles of your freight cars. The Timken Roller Bearing Company, Canton 6, Ohio. Makers of Tapered Roller Bearings, Fine Alloy Steel and Removable Rock Bits.

QUALITY TURNS ON HEAVY DUTY

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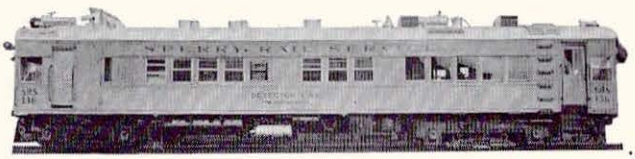
miles 

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Next trip, try it yourself. Take the time to relax and unwind. For business or vacation travelers arriving refreshed, ready for work or play, is a good investment.

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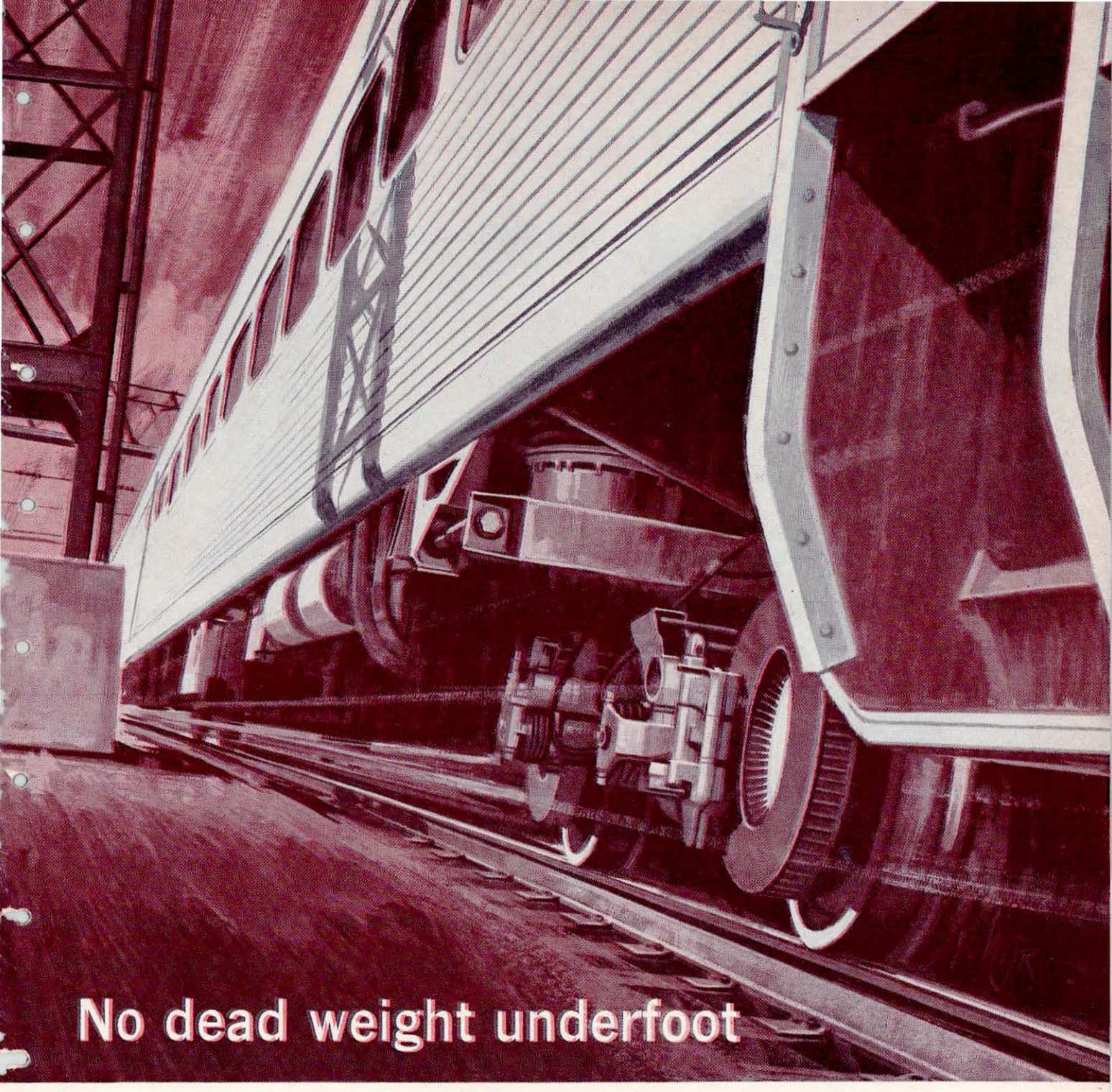
UNION PACIFIC RAILROAD

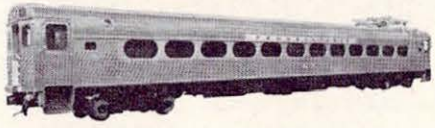
OMAHA 2, NEBRASKA

UNION PACIFIC RAILROAD

Early Reservations are advisable. Call any Union Pacific office.



No dead weight underfoot



One of the many advantages of Budd stainless steel railway cars is the Budd-developed Pioneer III truck. Much lighter and considerably less expensive than conventional trucks, Pioneer III offers marked advantages in both cost and performance. Its secret lies in the efficient welded tubular and plate construction that eliminates dead weight—saves up to 10,000 pounds per car, yet provides full specification strength because Budd design and construction utilize the dependable control of metal thickness and physical properties inherent in steel plates. In addition, the truck has far fewer mechanical parts, thus reducing maintenance to a minimum. Passengers like the Budd truck, too. Its all-air suspension system assures them a smoother, much quieter ride—regardless of variations in passenger load. The advantages of the Pioneer III truck are one example of the important *extra* values built into Budd commuter, transit and mainline cars . . . extra values that add up to extra comfort for passengers, extra savings for you. Be sure to specify these advanced trucks on your new Budd cars.

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Time to Upgrade Training Methods?

Improved techniques for employee education—and the need for selling top management on the importance of effective training programs—were discussed at a recent seminar at Chicago.

Better techniques for training railroad personnel—at all levels—were the subject May 6 of an all-day seminar in Chicago sponsored by the American Society of Training Directors. Part of the 19th annual ASTD conference, the railroad seminar was attended by 66 delegates from 23 roads who heard of ways to improve employee skills via on-the-ground education; that rail salesmen need to sell "to the market" (and, incidentally, be forced to make 10 calls a day); and, finally, the delegates sounded off on the problems involved in selling training programs to management.

While how-to-train employee techniques dominated conference discussion, a secondary theme was the training director's problem of selling his program to top management, called by B. E. Pedersen of the Western Pacific, "the new challenge." That problem could be alleviated, according to J. J. Heavey, field training superintendent for United Air Lines, by programmed instruction, recently introduced in the training programs of United and several railroads. Programmed instruction, Mr. Heavey said, is "twice as effective" as conventional methods, giving "uniform high quality performance" and measurable results, which, he said, can be used to justify a program to top management. A self-learning method, it allows the student to proceed at his own learning rate, reduces the time required for training, and can cut costs, he said. "It is not going to be a panacea for all of your training ills," Mr. Heavey said. "It's not going to replace your instructors —but it will make them more effective."

Objectives must be formulated before a course can be programmed, a requirement, he said, which makes for better training plans. ("You know what you're trying to achieve.") The courses are improved, he added, because the students must be led through a logical sequence of facts, a path not always followed by instructors. The advent of programmed instruction has led instructors to overhaul their courses and revise their teaching techniques, Mr. Heavey said, often producing more compact and more effective conventional training programs. Retention in the self-learning methods is consistently better than in the conventional methods, he said, ranging as high as 98.5%. The new method, said Mr. Heavey, is effective in training for a full spectrum of jobs, from "nuts and bolts" tasks to decision making.

He pointed out that programmed instruction is "used to a limited degree" and is a supplement—rather than a replacement—to conventional instruction.

"We've got to use good selling techniques to sell our training programs to top management: that's the new challenge," Mr. Pedersen told the training directors. Training programs, he said, can contribute to the railroads' net profits.

But more than selling top management on training, said Mr. Pedersen, the challenge is in convincing salesmen that they have more to offer shippers than service.

Salesmen should "determine the needs, desires, and problems" of their customers by compiling a "greenhouse of information" and be prepared to resolve those problems with features and benefits of rail transportation, a feat which requires "good product knowledge." Objections should be anticipated and handled before they are stated, he said. In response to a question, Mr. Pedersen said he favors the "selling to the market" concept, in which the salesman is oriented to the shipper's needs and adjusts to them —provided the sale makes a profit. Salesmen should be required to make "10 good calls a day," Mr. Pedersen said.

The morning session of the seminar was devoted to the keynote address, "A Railroad Executive Looks at Training," by S. M. Gossage, vice president and general manager of the Canadian Pacific's prairie region. Mr. Gossage outlined the proper climate for a training program and the requirements for supervisors.

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And while you're relaxing, you're whisking through the grandeur of majestic scenery . . . with close-up, Great Dome viewing.

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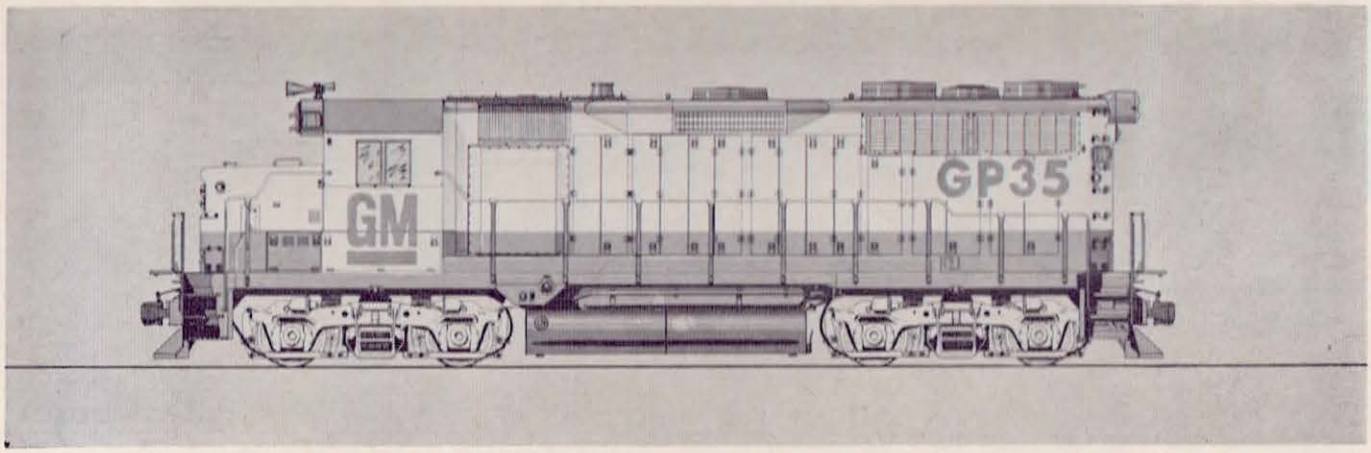
GREAT NORTHERN RAILWAY



EMD'S GP-35 2,500-horsepower unit duplicates GP-30 in length and height, has 11 per cent more power and 5,000-horsepower.

New EMD Locomotives

GP-35 and booster DD-35 will produce a 7,500-hp combination for fast freights and heavy drags. Prototypes will be shown in October at the American Railway Progress Exposition.

Two new General Motors domestic freight locomotives are being announced May 20 at a special meeting for railroad executives and press representatives in the Chicago Club, Chicago, Ill. The new locomotives are a 2,500-hp unit (designated the GP-35) and a 5,000-hp unit (designated the DD-35).

"These locomotives are designed to provide U.S. railroads with greater locomotive performance and operating economy in multi-unit consists," R. L. Terrell, vice president of GM and general manager of the Electro-Motive Division, told the meeting.

● **Prototypes to be exhibited.** "The GP-35," he said, "is the latest model in the popular General Purpose series which has become the backbone of most railroad motive power fleets since its introduction in 1949. It will go into commercial production in October of this year. The DD-35, which derives its name from its unique four-axle trucks, is scheduled for second-quarter deliveries in 1964. Prototypes of both models will be on exhibition at the American Railway Progress Exposition in Chicago, October 9 to 16.

"The cabless DD-35 brings a new dimension to the unit principle in motive power, pioneered by EMD in the mid-thirties. It operates solely as a booster unit to provide a big unit-reducing block of 5,000 horsepower to meet high horsepower requirements of railroads operating increasingly heavier trains at high speeds. For example, one DD-35 coupled to one GP-35 would replace five 1,500-hp freight units."

The GP-35 at 56 feet 2 inches and ballasted to 260,000 pounds duplicates the GP-30 in length and height. The over-all height at the exhaust stack is 15 feet 3 inches. Height at top of the roof line is 14 feet 4 inches—eight inches lower than the GP-30. It then slopes to a new low profile which provides additional clearance for tunnel operation and gives greater latitude in locating horns and radio antennas.

The DD-35 is equipped with eight driving axles in two identical four-axle fully flexible trucks. This utilizes the high horsepower over a wide speed range and limits the axle loading so that the 488,000-pound unit can be accommodated by existing track structures. The four-axle trucks use the Flexicoil suspension system developed by EMD for the six-wheel trucks used in the SD-9, SD-18 and SD-24 locomotives.

In this suspension system, the body load is transmitted to a swivel-bolster through a conventional centerplate arrangement. The bolster load is transferred to the truck frame through a set of coil springs under each end of the bolster. The coil springs are widely spaced transversely to assure rolling stability of the body. The DD-35 is designed to operate not only with the GP-35 lead unit, but also with existing locomotives in railroad motive power pools.

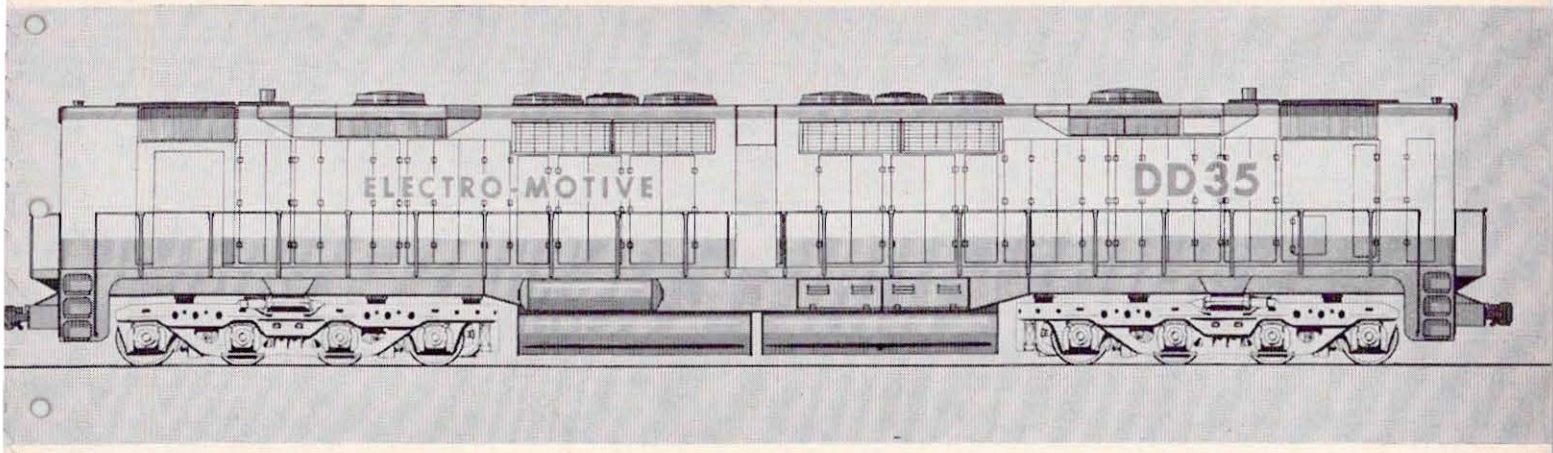
● **Both units have new engine.** The GP-35 and DD-35 locomotives incorporate improvements in prime mover, electrical transmission and control apparatus compared with previous models. The improvements are applicable to earlier General Motors units. Both new locomotives have the new 567-D3A engine which turns at 900 rpm (compared with 835 rpm on earlier 567-D and 567-C models). Other features include a newly designed piston, an improved cylinder head, changes in the turbocharger and improved engine air filtration.

The new locomotives also feature an all-new transmission, the D-32 main generator and D-67 traction motor. The GP-35 has a continuous tractive effort of 52,000 pounds at 12 miles per hour and offers an 11% increase in horsepower. EMD engineers say "Of singular importance in the successful application of the GP-30 locomotive on U.S. railroads has been its broad range characteristics, the ability to operate in ultra-high speed freight service on a given run and move high tonnages in heavy drag operation on another. These characteristics are maintained and enhanced further in the GP-35."

Here's a rundown on various components of the two new locomotives.

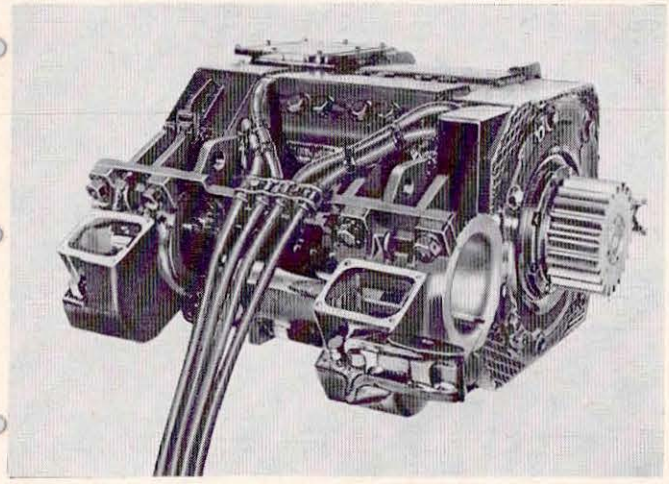
The new 567-D3A engine features:

● A new piston, employing a basic alternate heat flow principle to relieve crown stresses by reducing piston operating temperature. It has 24 wide vertical struts from crown to platform

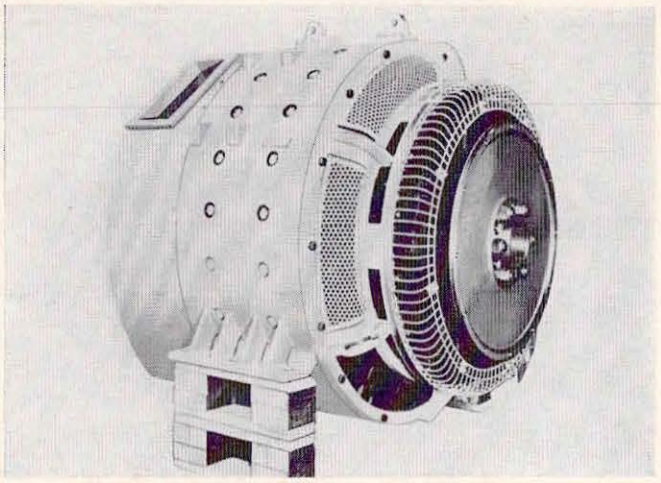


D-35 is a booster unit designed to operate with any cab control locomotive. It is 87 feet, 11 inches over couplers.

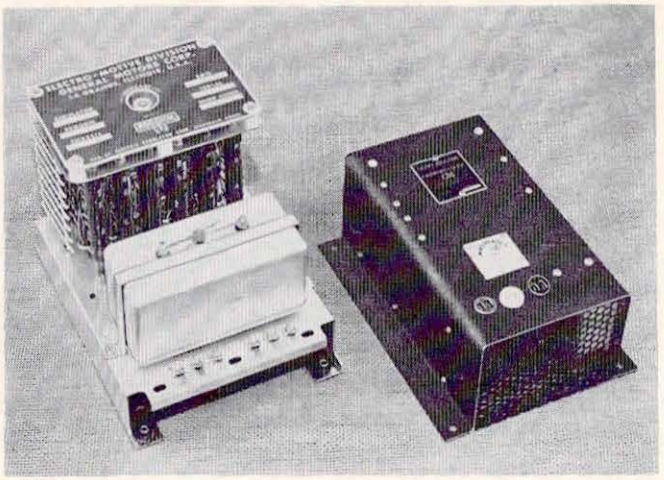
Pack More Horsepower



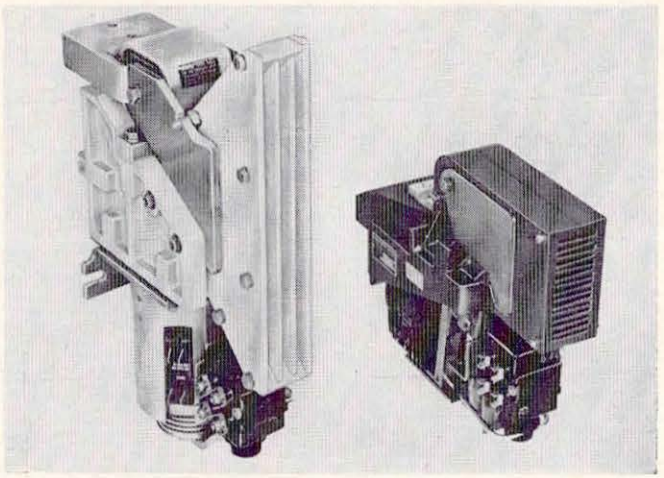
NEW TRANSMISSION includes D-67 traction motor with split conductors in armature, new insulating material around coil straps and redesigned brush holder frame.



D-32 MAIN GENERATOR has improved armature insulation and better air supply. Complete redesign of stator internal connections eliminates external bus bars.



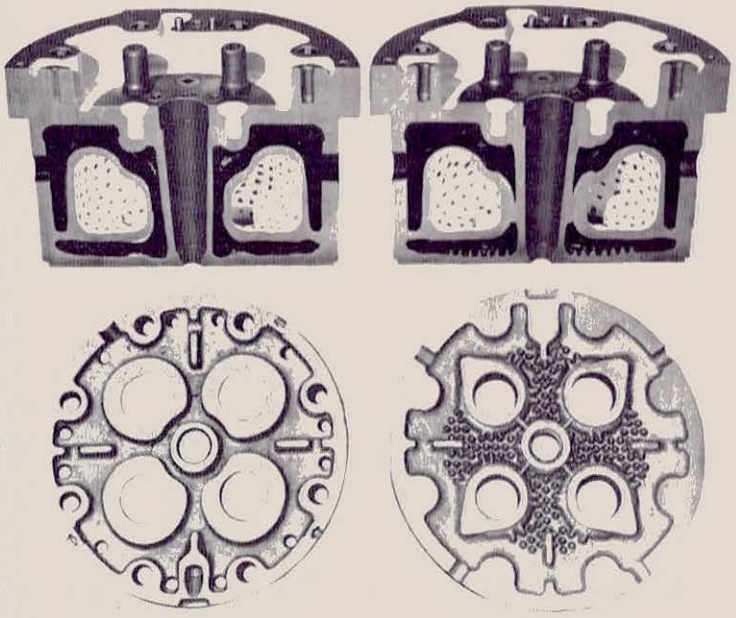
CONTROL EQUIPMENT has new static voltage regulator shown at right that eliminates mechanical features or moving parts except for relay used in starting engines.



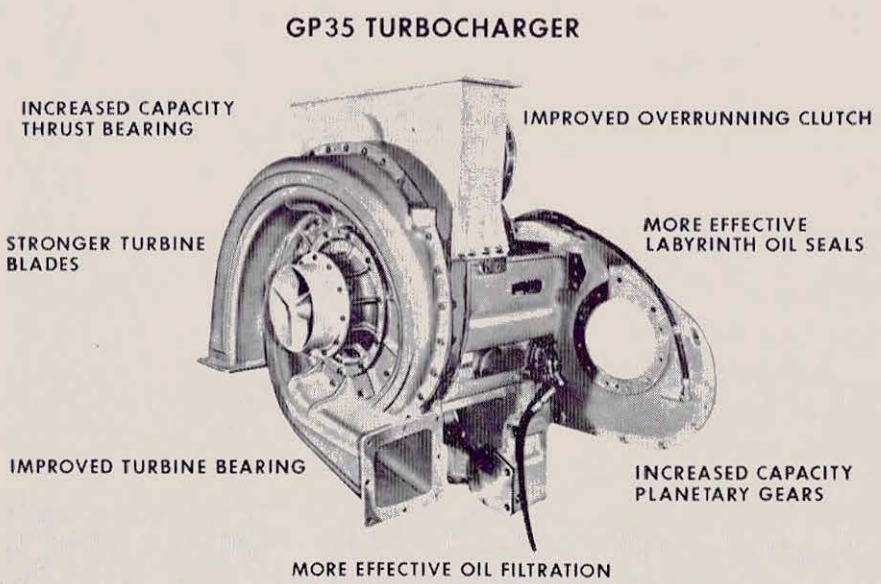
NEW POWER CONTACTOR on right is part of new electrical control equipment that also features a low-speed stopping dynamic brake with transistorized regulator.

support which provides three times as much metal as eight struts in the old piston. This arrangement gives additional strength and a path for transferring heat away from the firing face of the piston.

- A new cylinder head in which water passages directly above the firing deck have been reduced in size through use of 134 spines around the valve and injector openings. The reduction in cross-sectional area increases water flow velocity causing the head to run cooler.
- An improved turbo-charger with a new 4½-inch-outside-diameter thrust bearing providing a better oil film. Also featured are new blading, an 18-to-1 gear ratio, an over-running clutch, more effective oil seals and a screen applied to the inlet side of the turbocharger to protect the turbine blades against damage from foreign objects.
- A new low water and crankcase protection device designed by EMD. Automatic shutdown is achieved through the governor against loss or lack of engine coolant and the change from negative to positive pressure in the crankcase that is caused by an engine part failure.
- A new inertial-type engine air filter, replacing existing devices, to provide higher efficiency and using less engine horsepower in its operation.



CYLINDER-HEAD water passages directly above firing deck have been reduced in size. Smaller openings increase water velocity, causing head to run cooler.



TURBO-CHARGER has been improved and screen applied to inlet side protects turbine blades from damage by foreign objects.

The D-67, 625-hp traction motor features:

- Split conductors in the armature which reduce eddy current losses and provide a current rating of 1,000 amperes at 357 killowatts.
- A new moisture-proof insulating material with good dielectric properties around the coil straps. This new high temperature insulation—along with wire wedges in the armature, new glass banding techniques to improve heat dissipation, and the split conductors—contributes to increased capacity without increasing the operating temperature of the armature.
- A brush holder frame re-designed to eliminate differential wear between brushes and, by cutting down the front face of the brush pocket, to accommodate a 2⅜-inch brush. EMD says this arrangement should increase wearable carbon and reduce maintenance by extending period between change-outs.
- Application of nylon grease retaining inserts in both the inner cap of the commutator end and the outer cap of the pinion end cover to prevent grease from purging.
- Addition of a manganese steel wear plate to the motor nose support to obtain longer service life.

The D-32 main generator has improved armature insulation to provide better dielectric and mechanical properties. This, plus additional air supply, permits an increase in current rating without increasing operating temperature. The stator internal connections have been completely redesigned to eliminate external bus bars. Also, the re-designed brush holder has five constant pressure spring holders to reduce brush wear. The new spring holder is made of non-tracking polyester glass with two constant force stainless-steel springs which exert 3.2 pounds of pressure on each brush. New 27/32-inch brushes provide increased capacity.

In the electrical control equipment, a new static voltage regulator eliminates moving parts, except for one relay used in starting the engines. The EMD power control feature permits the GP-35 and DD-35 to work with existing locomotive units without sacrificing the performance of either new locomotive. This power control is said to provide maximum permissible horsepower and tractive effort for starting and accelerating heavy trains. The electrical control equipment also features a low speed stopping dynamic brake with a static transistorized brake regulator, new power contactors, shunting contactors, and reversers, the last three of which are contained in a new lower high-voltage cabinet.

New hatches in the carbody, which has a low roof line, provide for easy removal of major components.

REA Head Cites Four Weak Spots

Common carrier transportation has four "glaring weak spots," says REA Express President William B. Johnson.

The first of these, he says, is regulation by government "which is too detailed and too inflexible"; the second is private carriage; the third is the "extremely serious profit squeeze," and the last is the "intellectual laziness and weakness that afflicts too wide a segment of transportation and labor."

Mr. Johnson, speaking in Rochester, N.Y., stressed that the preservation of private enterprise in transportation can be insured only by new patterns in transport.

Addressing a luncheon meeting of the Transportation Club of the Rochester Chamber of Commerce, Mr. Johnson said that "archaic regulations . . . and well-intentioned but self-centered bureaucratic thinking on many levels of government" are helping to "force common carrier transportation into the clutches of an economic iron maiden." He said that transportation "is hamstrung by outdated anti-monopoly controls designed for another age."

Beneficial change, however, is on the horizon, he pointed out. Among the reasons for this optimistic view, he said, are "recent commission and court decisions, and regulatory internal changes, combined with the well-known convictions of President Kennedy."

Private carriage, Mr. Johnson said, is a threat to the "very existence of common carriers" and "there may be abuses of free enterprise principles in the conduct of private carriage today." However, he said, "basically, the fight against private carriage should be handled by the common carriers themselves."

The REA executive called on the common carriers, collectively and individually, to become more responsive to change. Cooperation and coordination is needed for survival, he said.

Citing express operations as an example, he said that REA's "basic objective is to coordinate its diversified transport capabilities with shipped distribution requirements so as to reduce the cost and enhance the value of the total distribution service—at the same time improving our profit margin."

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E. J. Hasten, Jr., W. B. Reed—Chicago, Ill.

PEOPLE IN THE NEWS

ALTON & SOUTHERN.—H. R. Neill, manager of industrial relations, East St. Louis, Ill., elected vice president—executive department.

BALTIMORE & OHIO.—Stanley M. Christovich, director of operations for Ryder System, Inc., Dallas, Tex., appointed director of equipment control, B&O, Baltimore, a newly created position in the road's rapidly-expanding trailer service (piggyback freight) department. Mr. Christovich will report to **E. W. Wright,** general manager of trailer service.

CANADIAN NATIONAL.—Ian W. Mitchell, research engineer, research and development department, Montreal, appointed analytical services officer, Atlantic region, Moncton, N.B., succeeding **J. H. Easton** (RA, May 13, p. 28).

Paul Blanchet, assistant manager, Quebec Area, at Quebec City, named general manager, real estate department, effective June 1, succeeding **H. M. Blaiklock,** retiring after 47 years' service with the CN.

CENTRAL VERMONT.—Walter J. Regan, passenger sales manager, St. Albans, Vt., has retired. The freight and passenger sales and service organization has been consolidated with **John W. Edwards** as sales manager.

CHICAGO SOUTH SHORE & SOUTH BEND.—Jack M. Roos, commercial agent, Portland, Ore., appointed district traffic manager, San Francisco, succeeding **W. J. Rangod,** retired.

DENVER & RIO GRANDE WESTERN.—Roy P. Smith, freight claim agent, Denver, Colo., retired April 30, after more than 50 years of service.

FRISCO.—S. F. Stecher, assistant freight traffic manager, St. Louis, appointed freight traffic manager there, to succeed **J. E. Nash,** retired. Mr. Stecher's successor is **H. H. Williams,** general freight agent, St. Louis, who in turn is replaced by **A. C. Sullivan,** assistant general freight agent (rates). **G. K. Chilcott,** commodity manager, replaces Mr. Sullivan. **H. C. Bitner,** superintendent, Springfield, Mo., exchanged positions with **H. J. Lovelady,** general superintendent transportation there.

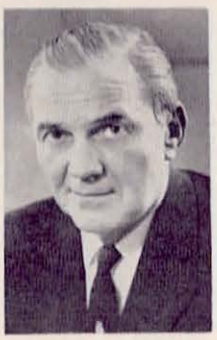
GULF, MOBILE & OHIO.—Harry O. Austin appointed assistant general freight agent, Mobile, Ala.

MILWAUKEE.—K. J. Wencl, manager, regional data office, Madison, Wis., transferred to Milwaukee, to replace **D. C. Fish,** named manager-regional data offices, Chicago. Mr. Wencl's successor is **D. A. Dunning,** manager, regional data office, Sioux City, Iowa, who in turn is replaced by **M. G. Kutz,** assistant field instructor, Minneapolis. **L. S. Imbery,** manager of computer operations, Chicago, named manager-data operations there.

S. F. Stecher
Frisco

Kenneth V. Plummer, Jr.
WP

Leland D. Michelson
WP



Patrick B. McGinnis
Highway Trailer

MISSOURI-KANSAS-TEXAS.—John G. Hastings appointed sales manager, Philadelphia, Pa., succeeding **T. F. Cermack,** resigned.

NEW YORK CENTRAL.—Donald A. Newman, public relations representative, New York, appointed district public relations director, Cleveland, Ohio, succeeding **Joseph P. Flynn,** who has joined a New York financial concern as public relations executive.

NORFOLK & WESTERN.—Aubrey T. Mason, assistant traffic manager—piggyback service, Roanoke, Va., appointed assistant foreign freight traffic manager, Norfolk. **Bryant R. Goodall,** foreign freight agent, Norfolk, succeeds Mr. Mason. **C. Walter Burns,** general western freight agent, Chicago, and **A. Glen Mullany,** general agent, Dallas, retired April 30. **George M. Ruff,** traveling freight and passenger agent, Dallas, advanced to general agent there.

NORTHERN PACIFIC.—L. E. Downey, former city freight and passenger agent at Walla Walla, Wash., appointed traveling freight and passenger agent with headquarters at Tacoma, Wash. **R. E. Luckey,** chief clerk at Yakima, Wash. traffic office, is Mr. Downey's successor at Walla Walla.

PENNSYLVANIA.—Norman M. Berner, superintendent of personnel, Indianapolis, Ind., transferred to the Chesapeake region, Baltimore, succeeding **John S. Stewart,** appointed manager of employee development, Philadelphia. **Thomas C. Sheller,** labor relations department, Philadelphia, named supervisor of personnel, Baltimore, succeeding **Vernon J. Haan,** transferred to New York.

PIEDMONT & NORTHERN.—O. F. Asbury appointed general eastern agent, Room 1474, Woolworth Bldg., New York, succeeding **G. A. Holzberger,** promoted.

READING.—Maurice F. Hickey appointed district sales manager, Buffalo, N.Y., succeeding **David J. Birmingham,** who retired April 30 after more than 38 years of service.

ROCK ISLAND.—Vincent P. Nicoletti, district traffic representative, Medford, Ore., appointed general agent, Portland, Ore., replacing **James S. Stobie,** named district sales manager there. **Ray J. White,** district representative, San Francisco, named general agent at that point, and **Samuel J. Grasso,** assistant general agent, Los Angeles, appointed general agent there.

SEABOARD.—F. L. Lathan appointed general air brake instructor, Jacksonville, Fla., succeeding **A. S. Gregson,** who retired April 30 after more than 46 years of service.

SOUTHERN.—Thomas R. Monroe, assistant general freight and passenger agent, Lynchburg, Va., appointed assistant freight traffic manager, Macon, Ga., succeeding **J. T. Gheesling, Jr.,** appointed sales manager, Furniture Industries.

SOUTHERN PACIFIC.—William H. Schulze, and **Robert C. Hudson,** assistant freight traffic managers, promoted to freight traffic managers—rates and divisions. Mr. Schulze will have jurisdiction over western territory and Mr. Hudson over transcontinental territory. **Dan C. Hellyer, Rode C. Olson** and **Stanley R. Christiansen** named assistant freight traffic managers for rates and divisions at San Francisco. **Kenneth R. Wyma** appointed assistant traffic manager—rates, Chicago, replacing Mr. Heller. **Stanley E. Forbes** appointed assistant general freight agent and **Jack E. McGowan** named special rate assistant, San Francisco.

David F. Diemer, assistant general freight and passenger agent, appointed general freight and passenger agent, Oakland, Calif. **Willard Barr,** general freight agent—solicitation, Central district, retired April 30.

WESTERN PACIFIC.—Kenneth V. Plummer, Jr., assistant superintendent of transportation, San Francisco, promoted to superintendent of transportation there, to succeed **Grant S. Allen,** retired.

Leland D. Michelson, superintendent, Sacramento, Calif., promoted to general

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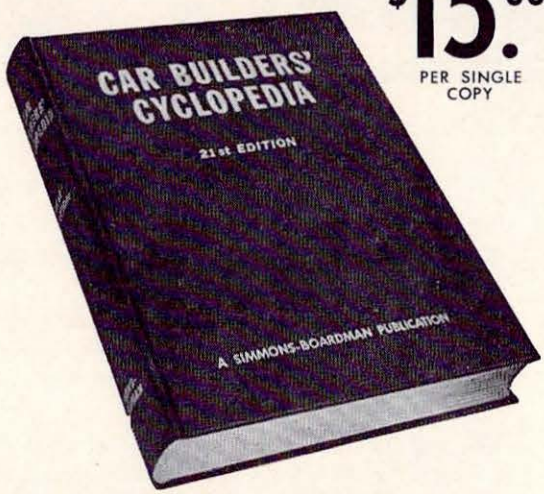

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Six Dailies, in modern tabloid format, will be published to report all the fast-breaking news, technical developments and personality highlights. The Dailies will be issued on October 9, 10, 11, 14, 15 and 16, 1963.

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Railway Age Daily Editions

October 9, 10, 11, 14, 15 and 16, 1963

30 Church Street New York 7, N. Y.

superintendent there. **L. W. Breiner,** trainmaster, Sacramento, advanced to assistant superintendent at that point.

Supply Trade

Patrick B. McGinnis has been elected to the new post of vice president, piggyback equipment division, **Highway Trailer Industries, Inc.** (RA, April 29, p. 69). Mr. McGinnis has resigned as chairman and director of the **Boston & Maine.**

Union Railway Equipment Co. has named **Thomas J. Maines** as sales representative in the Pittsburgh territory.

Walter L. Berghoefer, vice president, **American SAB Co.,** Chicago, retired.

Franklin Container Corp., Philadelphia, has appointed **Pak-It Corp.,** Philadelphia, as its newest distributor.

The corporate name of **Union Asbestos & Rubber Co.** was officially changed to **UNARCO Industries, Inc.,** on April 17.

Harris W. Fuller has been appointed a sales engineer, **Budelman Electronics Corp.,** unit of General Signal Corp. Mr. Fuller was previously employed in the same capacity by the New York sales office, Lenkurt Electric Co., General Telephone subsidiary.

Vascoloy-Ramet Corp., the **Wesson Corp.** and **Vascoloy-Ramet (Europe) N.V.,** all subsidiaries of **Fansteel Metallurgical Corp.,** will be combined into a single operating entity to be known as the Metalworking Products Group. **George T. Brennan,** Fansteel vice president, has been appointed group vice president and general manager.

L. B. Foster Co. is making its products available in the province of British Columbia, Canada, through its San Francisco office at 255 California Street.

William H. Lowe, treasurer, **Inland Steel Company,** Chicago, has been elected vice president and treasurer. As vice president he succeeds **Russell L. Peters.**

William C. Bainbridge has been elected vice president of divisions and **A. Stewart Murray,** vice president, Tyson Bearing Co. division, **SKF Industries, Inc.**

Peter J. Wolf has been appointed western sales manager, Railway Products Division, **Poor & Company,** Chicago, succeeding **John E. Mahoney,** who retired May 1.

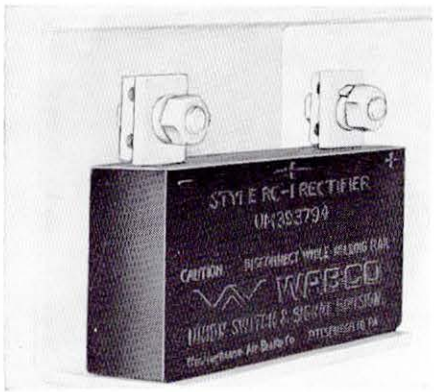
Donald L. Arends, Inc., has been selected as the new promotional service agency for **W. H. Miner, Inc.**

N. Keith Betler has been appointed advertising and sales promotion manager, Equipment division, **Young Spring & Wire Corp.,** Bowling Green, Ohio.

The St. Louis sales office of the **American Car & Foundry division of ACF Industries, Inc.,** has moved to Suite 1204, Ambassador Building, 411 North 7th Street. The sales office was formerly at 705 Olive Street Building.

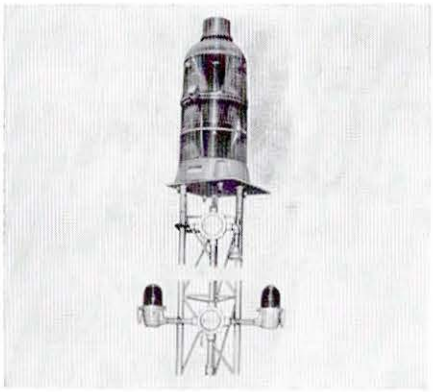
S. M. Draganov has been named market development and technical service representative for **United States Borax & Chemical Corp.,** Los Angeles, Calif. Mr. Draganov was formerly senior research chemist at U.S. Borax Research Corp., subsidiary of U.S Borax.

NEW PRODUCTS REPORT



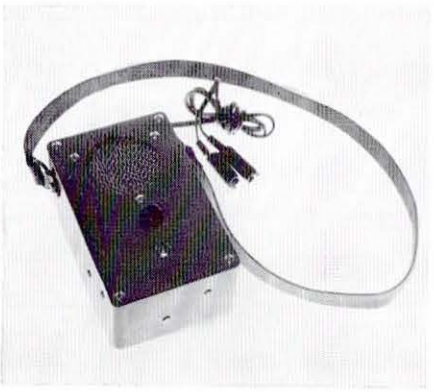
New Style Rectifier (RA-1)

The new style RC-1 rectifier is designed to make the type C track circuit application, such as for highway crossing protection in unsignaled territory, more advantageous for railroads. Style RC-1 supersedes style RVM-9, and is constructed with strong steel plates protecting the copper oxide plate washers, encapsulated in epoxy. Its unit is designed for mounting on one tie with lag screws. Standard bond wire terminals are provided. *Union Switch & Signal.*



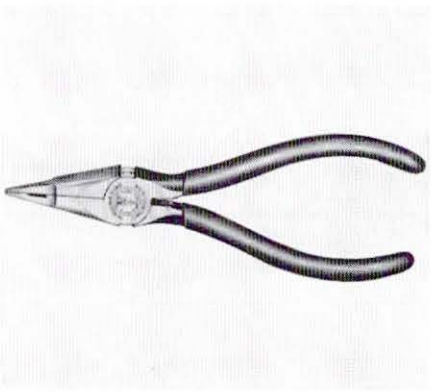
Obstruction Lighting (RA-2)

A complete line of obstruction lights and beacons for installation on towers, or other structures where required includes the Rohn B-1 300 MM code beacon. Rohn obstruction lights are available in either single or double models, and meet both FAA and FCC regulations for use as warning lights on towers and other hazards to aerial navigation. Included are beacon flasher units and junction boxes for use with the lighting equipment. *Rohn Manufacturing Co.*



Vcice Transmitter (RA-3)

A new portable, battery-powered audio (voice) transmitter and receiver can be used for talking over existing phone lines or any pair of wires which are not excited with 60-cycle voltage AC or DC above 110 volts. It contains six 1.5-volt penlite cells. The unit, model 272-2, is contained in a plastic carrying case approximately 2¼ by 6½ by 4 in. with a carrying strap. Front controls are a push-to-talk switch and a combination volume control and on-off switch. *Siltronics, Inc.*



Narrow-Nosed Plier (RA-4)

A new plier, D317-6PC, is specifically designed to reach into extremely confined spaces. The cutting knife is ¼ inch back from the tip. The tip is knurled to assure a secure grip. A coil spring keeps the handles open for convenience. The handles are yellow plastisol-dipped. These new pliers, according to the manufacturer, are specifically designed to solve problems in wiring of electrical assemblies where working space is at a minimum. *Mathias Klein & Sons, Inc.*

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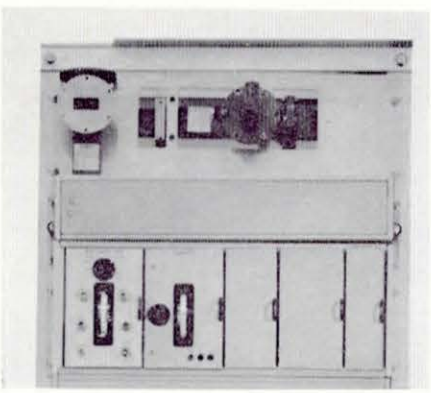
NEW PRODUCTS REPORT

Rough Terrain Crane (RA-5)

An "all power extension" telescopic boom, with up to 30 ft of power telescope, features the Model RT-57D 25,000-lb-capacity hydraulic crane. Other features are four-wheel drive, eight speeds forward and reverse, four-wheel steer, hydraulic outriggers, 70-deg boom elevation, 360-deg continuous boom rotation, and hydraulic rear axle oscillation lockouts that may be locked in any position. Gasoline or diesel-powered models are optional. *Grove Manufacturing Co.*

Shop Vise (RA-6)

The Studebaker hydraulic Speedvise allows operator use of both hands to locate work accurately. Holding jaw pressure up to 10 tons from the floor mounted foot pump is locked in until released by the pedal on left. The center pedal provides for low-pressure, fast closing of moving jaw. Booster pedal on right builds jaw pressure as desired. The moving jaw is equipped with adjustable gibs, milled V-ways and return springs. *Studebaker Hydraulic Products Co.*



RF Microwave (RA-7)

A new line of fully transistorized radio frequency (RF) microwave equipment has a capacity of 120 to 1,200 voice channels. Using building-block techniques, a complete line of microwave systems is available to meet various video, voice and data communications needs. The equipment operates in the 6,000-mc and 14,000-mc range, and is battery operated. Either standard 15-mc bandwidth or 25-mc broad bandwidth receiver performance is available. *Collins Radio Co.*

Communications (RA-8)

An emergency and branch line railroad communications system consists of a pair of single sideband radio transmitter-receiver terminals, which can be licensed for point-to-point operation in the Railroad Radio Service on any of five radio channels in the 27-mc band. The system can be used for bridging gaps in wire lines and for extending telephone and Teletype and data service to branch line and offline offices. *Hammarlund Manufacturing Co.*

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Market Outlook

Carloadings Rise 1.3% Above Previous Week's

Loadings of revenue freight in the week ended May 11 totaled 598,670 cars, the Association of American Railroads announced on May 16. This was an increase of 7,689 cars, or 1.3%, compared with the previous week; an increase of 14,723 cars, or 2.5%, compared with the corresponding week last year; and an increase of 47,265 cars, or 8.6%, compared with the equivalent 1961 week. Ton-miles generated by carloadings in the week ended May 11 are estimated at approximately 12.7 billion, an increase of 7.5% over the corresponding week of 1962, and 18.4% over 1961.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, May 11

District	1963	1962	1961
Eastern	84,166	83,792	79,425
Allegheny	106,305	94,740	88,011
Pocahontas	56,266	52,486	47,205
Southern	115,575	115,498	106,481
Northwestern	82,019	83,799	74,480
Central Western	114,092	114,155	117,949
Southwestern	40,247	39,477	37,854
Total Western Districts	236,358	237,431	230,283
Total All Roads	598,670	583,947	551,405
Commodities:			
Grain and grain products	51,392	49,553	49,848
Livestock	2,983	4,003	4,586
Coal	113,026	100,643	93,766
Coke	8,682	6,661	6,421
Forest Products	33,856	39,006	36,870
Ore	46,303	47,370	32,539
Merchandise l.c.l.	17,880	23,483	29,186
Miscellaneous	321,548	313,228	298,189
May 11	598,670	583,947	551,405
May 4	590,981	587,413	543,444
April 27	576,839	577,865	544,379
April 10	561,450	569,493	533,037
April 13	556,081	554,866	522,445
Cumulative total, 19 weeks	10,030,528	10,323,320	9,584,925
Estimated revenue-ton miles (millions) 19 weeks	217,600	213,600	191,200

PIGGYBACK CARLOADINGS.— U. S. piggyback loadings for the week ended May 4 totaled 16,243 cars, compared with 13,783 for the corresponding 1962 week. Loadings for 1963 up to May 4 totaled 265,109 cars, compared with 231,901 for the corresponding period of 1962.

IN CANADA.— Carloadings for the nine-day period ended April 30 totaled 94,057 cars, compared with 62,306 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
April 30, 1963	94,057	29,709
April 30, 1962	79,945	29,297
Cumulative Totals		
April 30, 1963	1,041,669	387,410
April 30, 1962	1,041,463	402,561

New Equipment

FREIGHT-TRAIN CARS

► *Frisco.*—Ordered 25 60-ft, 70-ton Hydroframe-60 cushion underframe box cars equipped with roller bearings from Pullman-Standard at a cost of approximately $500,000 for delivery in August.

► *Great Northern.*—Ordered 100 50-ft, 70-ton, 4,000-cu-ft-capacity mechanical refrigerator cars from Pacific Car & Foundry for GN's subsidiary, Western Fruit Express Co. The cars will be equipped with load divider bulkheads, aluminum floor racks, cushion underframes and roller bearing axles. Delivery is scheduled to begin during early fourth quarter 1963.

► *Gulf, Mobile & Ohio.*—Ordered 200 50½-ft, 70-ton-capacity Hydroframe-60 cushion underframe box cars from Pullman-Standard at a cost of approximately $2,700,000.

► *Kansas City Southern.*—Ordered 10 70-ton, 2,600-cu-ft-capacity Airslide covered hopper cars from General American for delivery in July.

► *Missouri Pacific.*—Purchased 100 60¾-ft box cars with 16-ft double doors, cushion underframes and roller bearings from Greenville Steel Car for delivery in September at a cost of nearly $2 million.

► *New York Central.*—Ordered 100 50-ton flat cars from Greenville Steel Car for use in its Flexi-Van service. Delivery of the $1,270,000 order will begin in mid-June.

► *Nickel Plate.*—Ordered 375 50-ft box cars with cushion-type underframes from General American, and 75 4,000-cu-ft-capacity 100-ton covered hopper cars from Greenville Steel Car. Of the box cars ordered, 175 will be of 70-ton capacity, insulated, and with movable bulkheads and adjustable side fillers; 150 will be of 70-ton capacity with nine-belt loading systems; and 50 will be 100-ton capacity with nine-belt loading systems. Twenty-five of the hoppers will have interior linings and pneumatic unloading outlets. Deliveries will begin in October.

LOCOMOTIVES

► *Gulf, Mobile & Ohio.*—Ordered 11 GP-30 diesel-electric locomotives from EMD at a cost of approximately $2,250,000.

New Facilities

► *Canadian Pacific.*—Placed a $275,000 order with General Railway Signal for CTC equipment to be installed on 129 miles of single track between Brandon and Broadview, Man. A Traffic Master pushbutton control machine will be located at Brandon for the control of 13 field locations. Fifty miles of second main track will be removed.

► *Chicago Great Western.*—Company forces will build an overbridge at St. Joseph, Mo., at a cost of $221,000 for completion during May. The company will finance 60% of the project and the other 40% will be financed by an outside source. CGW has also built a $65,000 enginehouse at Clarion, Iowa.

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **IT WILL BE EASIER NOW** for railroad employees working under union-shop agreements to avoid payment of compulsorily-collected union dues which are used for political purposes. The U.S. Supreme Court has liberalized the avoidance rule which it first announced nearly two years ago in the so-called Street case (RA, June 26, 1961, p. 64). The liberalization came last week in the Court's decision in the so-called Allen case—Brotherhood of Railway Clerks, et al, v. Anna Mae Allen, et al. In issue was the refusal of several Southern employees to pay dues under BRC's union-shop agreement with that road. The case came up from the North Carolina courts which ruled that the unions could not exact dues in amounts exceeding those reasonably necessary and related to collective bargaining. The N.C. courts also enjoined any collections from the complaining employees, pending final determination of the issue.

THE STREET CASE, which came up from the Georgia courts, also involved resistance of Southern employees to use of their dues for political purposes. The U.S. Supreme Court's decision in it was narrow, holding that only employees who registered objection to use of their dues for political purposes were eligible for deductions or refunds. The Court was also understood to have held that objectors would have to identify the specific candidates and causes opposed.

FIRST DETERMINATION of its present decision in the Allen case was that the North Carolina courts' injunction against collection of dues from the objectors was "improper," because the employees are obliged to pay dues under the union-shop agreement. Their remedy is refund of that proportion of exacted funds which is not germane to collective bargaining.

THE LIBERALIZATION of the Street-case rule came when the Court said it would be "impractical to require a dissenting employee to allege and prove each distinct political expenditure to which he objects—it is enough that he manifest his opposition to any political expenditures by the union." Also, the Court said, the union should have the burden of determining what part of the money it collects as dues is used for political purposes.

THIS WAY, however, would be the hard way, which might keep the issue in expensive litigation, the Court suggested. It went on to advise unions to consider adopting a two-factor dues plan, with specifically identified amounts for collective bargaining and for political activities. Objectors could then be excused from the latter payments.

IT WAS A 7-TO-1 DECISION, announced in an opinion by Justice Brennan. Justice Goldberg did not participate, and the dissenter was Justice Harlan. As the latter interpreted it, the Street-case rule required an objector to make known "the particular political candidates or causes for whose support he did not want his dues used." He did not understand how, "consistently with Street," the Court could hold that expressed opposition to any political activity is enough.

THE "TRUTH" OF THE MATTER, Justice Harlan continued, is that the Court "has departed from the limitations of Street and has given them an expansive thrust which can hardly fail to increase the volume of this sort of litigation." The dissenter's closing shot was that decisions of the Court "should have more lasting power than has been given Street."

RI, UP Agree on Merger

Consolidation, if consummated, would be followed by sale of portions of Rock Island to SP.

Rock Island and Union Pacific have agreed on a plan to merge and then sell Southern Pacific all RI lines south and southwest of Kansas City, the three roads announced in a joint statement last week.

The merger would be effected through the exchange of .718 of an authorized but unissued common share of UP for each common share of RI, and the 3,500 miles of Rock Island track south and southwest of Kansas City will be sold to SP for a price to be determined by engineering studies now in progress, the UP-RI-SP statement said. Union Pacific has 22,429,235 shares of common outstanding and RI has 2,916,711 common shares outstanding. "It is contemplated that this will be a tax-free merger," the statement said.

• **Opposition expected.** The plan has to be approved by the directors and stockholders of UP and RI before the roads can seek authorization from the Interstate Commerce Commission. UP's directors were expected to approve the proposal at a meeting May 19 in Portland, Ore., and E. Roland Harrison, chairman, said, "We will seek stockholder approval as fast as feasible. We can expect opposition, but our case is so strong and logical that we should win." Rock Island's directors are expected to vote on the plan within the next few weeks.

Only the exchange ratio has been negotiated, said R. Ellis Johnson, Rock Island president, but the remaining issues—top management positions, a name for the new company, and treatment of senior securities—should create no problems, he added.

The proposal would bring the Southern Pacific into Kansas City and the Union Pacific into St. Louis and Chicago. The SP and the Rock Island have an agreement under which a stretch of track from Santa Rosa to Tucumcari,

N.M., is operated jointly by the two roads, SP trains going east of Tucumcari operate on RI tracks and Rock Island trains going west of Tucumcari operate on SP lines.

The RI-UP merger would be end-to-end: the roads have few parallel lines. Opposition is expected from other railroads, Mr. Johnson said. The proposal stems from a study begun by the SP and the RI last September and joined later by UP.

The Rock Island operates 7,849 miles of track through 14 states in the Midwest, serving Chicago, Denver, Minneapolis, St. Louis, Kansas City, Memphis, Oklahoma City, Ft. Worth, Dallas, Houston, Galveston, and Des Moines. The RI last year had $200,926,687 in operating revenue and a net income of $6,578,058 or $2.26 per share.

● **UP diversification.** The Union Pacific operates 9,705 miles of track through 10 Midwestern and Western states with entry to Kansas City, Omaha, Topeka, Denver, Salt Lake City, Los Angeles, Spokane, and Seattle. The UP had $512,124,915 in operating revenue and $68,629,634 or $2.88 a share in net income in 1962. Much of the UP's total assets—more than $1½ billion—are in oil and gas operations, a land company, iron ore holdings, chemical plants, a pipeline company, and motor coach and motor freight business.

At Milwaukee Road's annual stockholder's meeting May 14, Chairman Leo T. Crowley, commenting on the proposed RI-UP merger, said: "We will do whatever we believe is in the best interests of the Milwaukee. I wouldn't think a Rock Island-Union Pacific merger would be best for us." The Milwaukee conducted talks with the Rock Island in 1959 and 1961, but negotiations bogged down.

The RI-UP proposal is the latest in a rash of mergers involving Western or Midwestern carriers. Favorable, but qualified, examiner reports have come from the ICC on the proposed Norfolk & Western-Nickel Plate merger (plus lease of the Wabash and Pittsburgh & Western Virginia, and acquisition of the Akron, Canton & Youngstown and PRR's Sandusky line between Columbus and Sandusky). Control or merger situations between MoPac and Chicago and Eastern Illinois, Great Northern-Northern Pacific-Burlington, and Western Pacific-SP or Santa Fe—have all had final briefs filed with the ICC. Merger studies also are being made by Illinois Central-Gulf Mobile & Ohio and by Soo Line-Chicago Great Western.

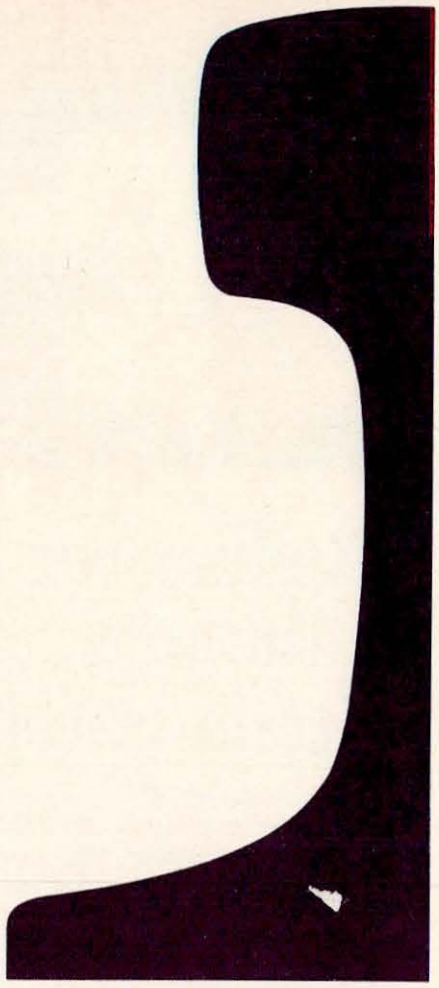
RPI, NITL Back Deregulation Bill

Spokesmen for the supplier and shipper groups were on Capitol Hill last week supporting the railroad position. The Teamsters, meanwhile, have joined the trucking industry in opposition.

The Railway Progress Institute and the National Industrial Traffic League last week made presentations to the Senate's Surface Transportation Subcommittee in support of the Senate bill, S. 1061, to implement President Kennedy's call for the ending of minimum-rate regulation for the transportation of commodities in bulk and agricultural products. The RPI statement was made by its chairman, John D. Cannon, president of the Morton Manufacturing Co., while the NIT League was represented by its president, Harry O. Mathews, vice president, transportation and distribution, Armour & Co.

Among other presentations in support of the bill were those of Joseph E. Moody, president of the National Coal Policy Conference, and E. C. R. Lasher, president of the North American Car Corp. Meanwhile, the opposition presentations included one from Sidney Zagri, legislative counsel for the International Brotherhood of Teamsters, which thus joined the trucking industry in opposing the bill. Like support for its industry's position has not come from the Railway Labor Executives' Association, which is on record in opposition to the bill.

Mr. Cannon's presentation had figures pointing up how the fortunes of RPI members are tied to the fortunes of the railroads, which regard the minimum-rate bill as the heart of President



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GREAT NORTHERN RAILWAY

Kennedy's transportation program. "Where a few years ago we had 231,534 employees in 286 RPI plants in 36 states, we now have only 185,130, an over-all reduction of 20%," Mr. Cannon said.

• **Suppliers hopeful.** He went on to indicate the locations of these plants and to give facts with respect to them, thus emphasizing, as he put it, how the "public welfare is certainly involved in employment losses of these magnitudes." His industry is not discouraged, Mr. Cannon continued, adding:

"We firmly believe that the legislation you are now considering is a step in the right direction, and, if enacted, would help the nation's railroads regain their rightful position in the transportation field with resultant benefits to our large segment of the economy."

Mr. Cannon also advised the subcommittee of RPI's view that "the time has come for Congress to bring into the field of transportation the traditional, all-American ideal of fair play." Neither the railroads nor their suppliers are seeking any special treatment, but they do want to be cut in on the country's "free competitive enterprise system with its equal opportunity and fair competition for individuals, businesses and industries," he said.

• **Antitrust question.** President Mathews of the NIT League emphasized that the League's support of the minimum-rate bill is conditioned on the inclusion of provisions preserving the antitrust immunity which the conference method of rate making now has under Section 5a of the Interstate Commerce Act. As introduced, the bill would provide for continuance of such immunity only as to joint rates on bulk commodities and agricultural products.

"The conference method has served both the shipping public and the carriers well, and it is desirable that all rates be established under that method," Mr. Mathews said. As to the Bill's provisions on the matter, he called the distinction between joint and single-line rates for antitrust purposes "a highly artificial distinction."

LETTERS FROM READERS

Variable Per Diem

Boston, Mass.

To the Editor:

I have read with a great deal of interest your article in the April 29 issue, which described the results of a poll of shippers for opinions on variable per diem rates and incentive (penalty) per diem legislation.

I realize that the gentlemen polled could not possibly be closely acquainted with the multitude of facts concerning car hire and supply developed by our court and commission hearings during the past decade. But I am sure they gave an honest opinion consistent with the amount of their knowledge of this complex subject.

Would you consider a poll realistic unless all of the facts relating to the questions were first examined? For example, would the answer received from the shippers polled be similar if they realized that enactment of either subject could mean a possible increase in demurrage, switching and even freight charges?

Were the group polled conversant with AAR Car Service Rule I which makes it financially impossible for predominantly terminating carriers to own cars in excess of that number normally required for home-line local loadings? I think not.

What is being considered here is, in short, an increase in the rate for car hire which history has demonstrated does not increase car supply but conversely could increase the financial burden of the per diem debit carriers to bankruptcy proportion.

In 1960, 14 Class I roads owning 33% of all freight cars suffered 70% ($72 million) of the national per diem debit. In comparison, seven Class I roads owning but 23% of the nation's freight cars collected 70% ($73 million) of the total per diem credit? Obviously an imbalance exists that the material polled cannot cure.

Another of the many interesting statistics now available for the same period is that the per diem debtor roads owned more than 49% of all freight cars, and more than half of all box cars. This fact would seem at variance with the often quoted, but erroneous, remark that "it is cheaper to rent cars than to build them."

My purpose in writing you stems from concern for shippers who could be placed in a position detrimental to both carriers and themselves as a result of the two proposals.

Certainly it is the desire and responsibility of all carriers to provide suitable equipment in adequate quantities, to our shippers.

I have grave doubts, however, if the procedures treated here indicate the proper direction, and would ask that shippers look more deeply into the facts before offering their support.

G. F. Glacy
Vice President—
Accounting and Finance
Boston & Maine

Firemen Win Round In Southern Case

The carrier has suffered a legal setback—though it may be only temporary—in its effort to resolve the fireman-off problem. Southern is not a party to the national rules dispute.

Pending interpretation of its diesel agreement with the Brotherhood of Locomotive Firemen & Enginemen by the National Railroad Adjustment Board, the Southern must resume its pre-1959 practice with respect to the assignment of firemen to its road freight and yard diesels. That's the requirement of a ruling made last week by Judge Leonard P. Walsh in the U. S. District Court for the District of Columbia.

The ruling came on a BLF&E complaint seeking an injunction ordering Southern to assign firemen to all diesels in road freight and yard service. Without passing on the merits of the case, the court ruled that Southern's present practice amounts to a change in working conditions during the pendency of a case in violation of the Railway Labor Act.

The present practice is to operate road freight and yard diesels without firemen "if firemen are not available," as Judge Walsh put it. Involved is the interpretation of the Southern-BLF&E diesel agreement, which says: "A fireman, or a helper, taken from the seniority ranks of the firemen, shall be employed on all locomotives."

The brotherhood contends that this requires the assignment of a fireman to all trains, and that new firemen must be hired if needed to meet that requirement. Southern contends, the court's opinion said, that the provision means "nothing more" than that the railroad "endeavor to man trains with firemen currently in the seniority ranks," but, if firemen are not thus available, the trains may be operated without them—and the railroad is entitled to reduce the number of firemen on the seniority list through attrition.

That's in line with the announced policy of Southern, which is not a party to the national rules dispute, on which an emergency board reported to President Kennedy last week. D. W. Brosnan, president of the Southern, has announced that his road's policy poses "no threat to the jobs of any Southern firemen." At the same time, however, he asserted that Southern "is not obligated to hire new men for whom there is no need," and "we will not do so."

Implementation of this policy began after 1959, Judge Walsh said in explaining why he required resumption of the pre-1959 practice. The judge's opinion emphasized the court was not interpreting the agreement.

"This task," it said, "is for the adjustment board . . . We merely hold that the defendant railroad is not entitled to act independently and effect a new interpretation of their agreement and thereby alter working conditions in contravention of Section 6 of the Railway Labor Act. The change in working conditions to which we refer is not the defendant's refusal to hire additional firemen, but rather its practice of operating locomotives without services of a fireman or helper.

"It was the practice of the railroad to operate locomotives with a fireman or helper from 1950 through 1959, presumably because of its understanding that the agreement so required. It is not for this court to say that this is required; neither is it for the court to say that the agreement requires that additional firemen be hired to replace those lost by attrition. These matters are for the adjustment board.

"But it is clear that the practice of operating locomotives with a fireman or helper constitutes a 'working condition' within the meaning of Section 6 of the Railway Labor Act. The defendant is prohibited from changing this condition until the adjustment board resolves the controversy over the language of the agreement."

Tax Benefits Keep Net Income For First Quarter Above 1962

Estimated net income of Class I railroads in the first quarter of 1963 amounted to $83 million, compared with $71 million in 1962's first quarter. The AAR said the improvement "was largely the result of tax benefits that reduced federal income tax accruals in 1963's first quarter by $30 million under the corresponding quarter of 1962." Results for the Florida East Coast, where a strike is in effect, are not included.

The tax benefits involved are arrangements of the pay-less-now-but-more-later variety, such as the new depreciation guidelines authorized by the Internal Revenue Service last year, and the investment credit authorized by the Revenue Act of 1962. They had the effect of making the 1962 net income of the Class I railroads about $172 million more than it would have been if ICC accounting requirements had applied for income-tax purposes.

• **Expenses down.** Gross revenues for the first three months totaled $2,238 million, down $49 million or 2.1% from 1962's first-quarter gross of $2,287 million. Operating expenses were down $25 million or 1.4%—to $1,798 million from the year-earlier figure of $1,823 million. Taxes were down to $214 million, from $253 million.

Railroading in the Eastern District was a deficit operation in the first quarter. The deficit there was $7 million, compared with net income of $7 million in the first quarter of 1962 and a deficit of $58 million in 1961's first quarter. The first-quarter gross in the Eastern District was $905 million, down 5.1% from the first quarter of 1962. Operating expenses, at $751 million, were down 3.1%.

Railroads in the Southern Region reported a first-quarter net of $23 million, compared with $19 million in the first quarter of 1962 and $12 million in 1961's first quarter. The first-quarter gross there totalled $344 million, up 0.3% from 1962, while operating expenses totaled $267 million, an increase of 1.8%.

The Western-District net in the first quarter was $67 million, compared with $45 million in the first quarter of 1962 and $34 million in 1961's first quarter. The first-quarter gross in the Western District totaled $989 million, down 0.2% from 1962's first quarter. Operating expenses, at $779 million, were down 0.7%.

YOU OUGHT TO KNOW

February's hotbox mileage per set off of 939,005 marked the second consecutive month that mileage dropped below the million mark. The last three 1962 months averaged over 1.1 million miles per hotbox set off before declining to 954,270 miles in January. February mileage is, however, about an 18% increase over February 1962 mileage of 797,810 and nearly three times better than the 332,701 miles recorded in February 1961.

Legislation in Congress that would be favorable to the trucking industry is invariably given the full support of the Teamsters, Frank Barton, deputy undersecretary of transportation, U. S. Department of Commerce, told the New York Traffic Club last week. "But I'm sorry that I can't say the rail unions always do the same for the railroad industry," he added.

B&O's "Capitol Limited" celebrated its 40th birthday last week with free cake for dining car passengers and for the mayors of towns and cities along its Baltimore-Washington and Chicago route.

Underground news from Cuba reports anti-Castro Cuban saboteurs have caused three major train wrecks in recent months. "Free Cuba News" also reports a rash of locomotive derailments at sugar mills and evidence of a shortage of diesel locomotives for industrial assignments.

New interline piggyback service linking Bristol, Va.-Tenn. and Roanoke with the New York area has been established by the Norfolk & Western and the Pennsylvania. Trains leave Bristol early each Tuesday, Thursday and Saturday, run on the N&W from Roanoke to Hagerstown, Md., and continue on the Pennsylvania to Harrisburg, Pa., where they connect with fast freights to Kearny, N.J., for next-morning delivery. Southbound service is similar.

Unregulated "gypsy" truckers are becoming an increasing threat to the vital freight services of all common carriers, President W. Jerome Strout of the Bangor & Aroostook told the New England Shippers' Advisory Board last week. He said that since World War II unregulated "bargain-basement" transportation ton miles have increased by 123%, while ton miles of regulated transportation have risen only 22%. "We have seen our own potato business shrink from 80% of the Aroostook crop to slightly over 50%," he stated. "And the loss went not to common carrier competition, but to gypsies."

If railroads can think of themselves as transportation companies rather than just as railroads, they "may become the surprise growth industry of the next decade." That's the rosy forecast of a strongly marketing-oriented railroad officer, Wayne M. Hoffman, New York Central's executive vice president. His assessment of what railroad marketing should be: First, learn more about the customer's business; second, use this knowledge in improving service, equipment and pricing. "Marketing, if taken seriously," he told the Transportation Research Forum of New York, "must involve the whole organization."

ICC's piggyback investigation (Ex Parte 230) is directed to "the promulgation of comprehensive rules which . . . will meet the broad needs of the existing piggyback industry and its rapidly developing service potentials," Commissioner William H. Tucker told the Railroad Transportation Institute at Chicago May 15. He said the proceeding should breed "confidence, not fear." The record so far, he said, fills 14 large volumes, including more than 200 pleadings ranging in length from "a few pages to a volume the size of a telephone directory."

American survival may depend upon what actions "are taken now to shore up the erosion that eats at the vitals of our common carrier modes," Maj. Gen. I. Sewell Morris (Ret.), assistant vice president, AAR, and former commander of the Defense Traffic Management Service, said in an address prepared for delivery at Los Angeles May 17. "The defense of our country requires integrated mobility which is attainable only through a coordinated, strong, healthy common carrier system," he asserted.

July 31, 1963, is the deadline for railway systems, trade organization and suppliers to apply for exhibit space at the International Exhibition of Transport and Communications, to be held in Munich, West Germany, May 25 through Oct. 3, 1965. The German Federal Minister of Transport, Hans-Christoph Seebohm, describes the exhibition as "the first opportunity of presenting a really comprehensive survey of modern developments in the field of transport." Inquiries should be directed to Verein Verkehrsausstellung Munchen 1965 e. V., Munich 12, Theresienhohe 13.

A dissident stockholder and the administrative vice president of the Marine Midland Trust Co. of New York won seats on the Chicago & Eastern Illinois board of directors May 10 at the C&EI's annual meeting of stockholders. Stanley Bright of Philadelphia was one of two stockholders who had waged a proxy battle against C&EI management. The other dissident, Harry Kaplan of Brooklyn, was not elected. John R. McGinley, identified with the trust company, was not on the management slate. The company is trustee for 19.3% of C&EI stock owned by MoPac —which is competing with the Illinois Central for control of C&EI.

The second highest coal-loading week in Norfolk & Western's 80 years of serving tipples in the West Virginia-Virginia-Kentucky fields was set last week. The 27,303 cars loaded from mines along the N&W was surpassed only by the all-time high of 27,472 cars moved the week ending May 29, 1948.

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USE SPACE IN THIS SECTION FOR RESULTS

Passenger Kaleidoscope

There isn't any one 'passenger problem'—it's different on every railroad—but answers are being found, and persistence will win.

Every railroad that hauls passengers has a "passenger problem"—but the ingredients of the "problem" are not identical for all railroads. Hence, it would be highly unrealistic for all companies to pursue identical courses in their efforts to solve their widely different difficulties.

On many, if not most, railroads which still move substantial passenger traffic, there are some parts of the business that show either actual or potential growth; and other parts that appear to be moribund. And the moribund services tend to conceal the profitability (actual or potential) of the healthy parts of the business.

Railroads with a relatively high ratio of passenger revenues to total revenue are obviously in a less favorable situation than those with a lower ratio. Moderately prosperous railroads, with a low ratio of passenger traffic to total traffic, can afford to maintain standards of service that are quite impossible for railroads which are not prospering and which have a relatively high ratio of passengers.

A passenger will quickly note the difference in service standards—and that the XY&Z Railroad takes better care of its patrons than the UV&W does. What he will less readily recognize is that both railroads are being equally realistic in dealing with the vastly different situations which confront them.

Railroads burdened with provision of suburban service are a special situation but, even among the relatively few companies in this business, there are vast individual differences. Some of these services either pay their way or come close to it. Others would be hopeless losers, even if their property in suburban service were made wholly tax-exempt. Either these companies must get out of this business entirely, or continue it subject to payments from the communities which require the service.

Completely compensatory charges could probably be collected from all rail commuters, if highway users were charged on a basis of full costs (e.g., several dollars daily for the privilege of entering or leaving a city during periods of peak traffic). But, since highway use is not charged for at a compensatory price, an attempt to collect full costs from railway patrons might be expected in many cases to divert more traffic to the highways than they can handle. Many communities—lacking the political courage to collect full costs from highway users—may find it more economical to make community payments toward the cost of railway suburban service than to provide the highways that would otherwise be necessary.

At the present rate of population growth, and of dangerous congestion in the air around airports, it seems obvious that sound economics and efficient use of scarce land require that much of the medium-distance passenger traffic be handled by rail. This will be hard to achieve, however, unless government can be persuaded to discontinue its excessive promotion of air transport; and its almost total neglect of the inherent ability of railroads to provide the best possible solution to this difficult problem.

The persistence of demand for some long-haul railroad passenger services—despite all the discouragements against it from adverse political treatment—shows that this service has its place in the nation's transportation framework; and should be encouraged wherever it shows basic growth potential.

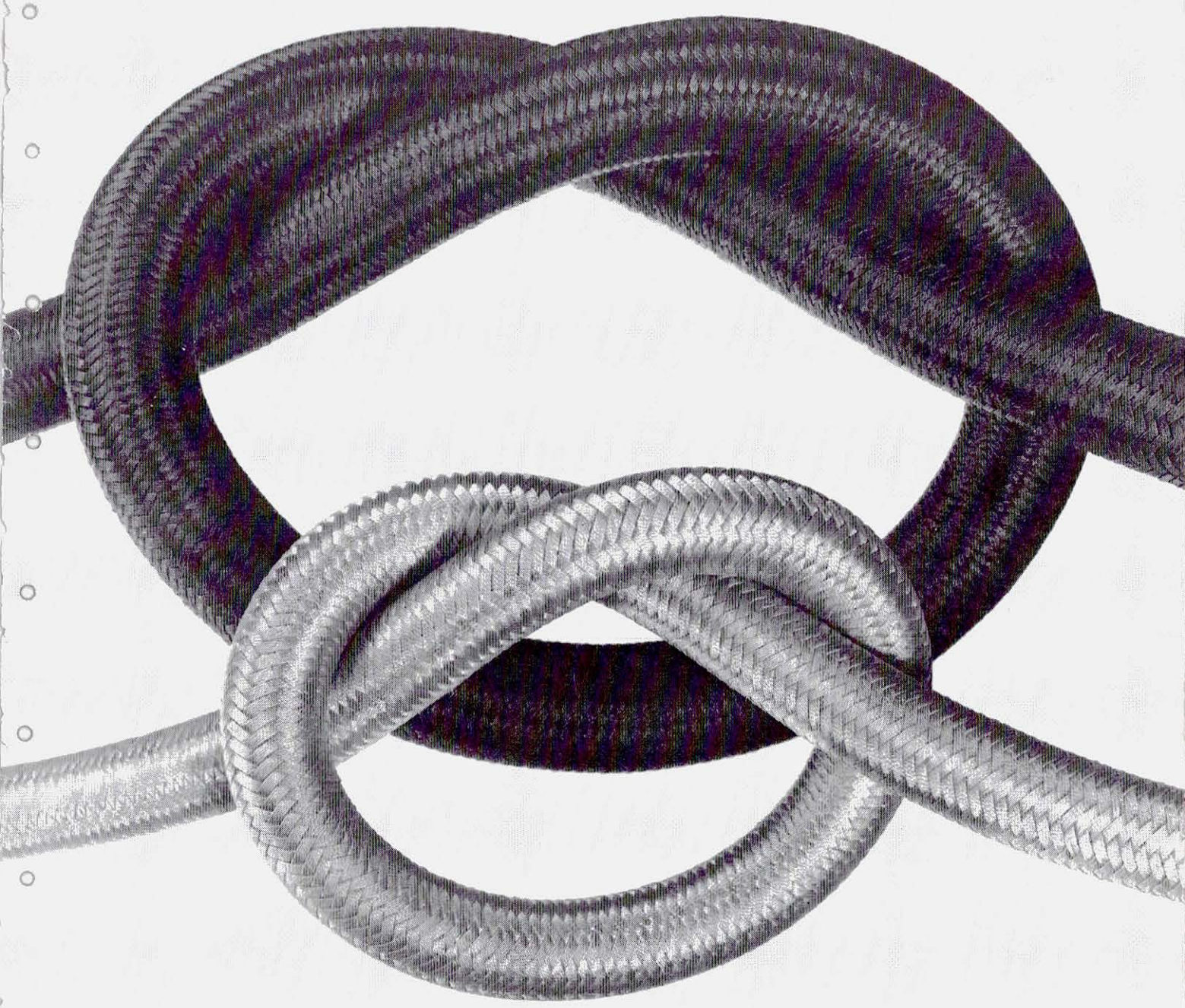
Public authorities need to be reminded insistently and persistently that railroads do not have the means or the responsibility to maintain stand-by facilities for which they receive no compensation. The nation needs a basic minimum of common carrier service—for military as well as civilian purposes. Railroads are the necessary bed-rock of such a nation-wide service, and it is up to the public authorities to see that policies are adopted which will permit and encourage its continuance.

Employees' Cooperation Indispensable

Finally, railroad passenger service—hard-pressed as it is to make both ends meet—cannot afford wasteful practices in the use of high-priced labor. Employees in railroad passenger service must be well paid (to attract and hold capable people), but there is no money available to pay for excessive crews or to provide full days' wages for fractional days' work.

Railroad passenger people have been doing a praiseworthy job under trying circumstances. They are hacking away relentlessly at the deadwood. They are continuing experimental pricing. Where they can find the money, they are maintaining and improving their service. With more foresighted policies on the part of government and civic groups—and an enlightened attitude on the part of the labor organizations—there is no reason why, one day soon, the decline in this business should not end.

It certainly lies within the realm of likelihood that passenger business could, in due course, become a larger producer of net revenue than at any time in its history.



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